



# Hongkong Daily Press.

COME AND HEAR

WISSEMAN'S

Orchestra

12.45, 4.30 AND 7.30

ESTABLISHED 1852

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No. 18,900. 號百九千八百一第 日六十月一十年午戊

HONGKONG, WEDNESDAY, DECEMBER 18TH, 1918.

三拜禮 號八十月二十年十國民華中 PRICE, \$3 PER COPY.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 275 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & CO.,  
General Managers. 1463

## AQUARIUS WATERS.

Shipped by the

AQUARIUS CO.,

SHANGHAI.

SOLE AGENTS:

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A large consignment of  
SPORTING CARTRIDGES,  
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HONGKONG SPORTING ARMS AND  
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FURNITURE AND PHOTO GOODS  
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Developing, Printing and Enlarging  
Canton Marbles in Various Shades.  
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## PEAK TRAMWAY COMPANY LIMITED.

### TIME-TABLE

| WEEK DAYS.            | 7.00 a.m. | 8.00 a.m. | 9.00 a.m. | 10.00 a.m. | 11.00 a.m. | 12.00 noon | 1.00 p.m. | 2.00 p.m. | 3.00 p.m. | 4.00 p.m. | 5.00 p.m. | 6.00 p.m. |
|-----------------------|-----------|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| From Peak to Victoria | 7.00      | 8.00      | 9.00      | 10.00      | 11.00      | 12.00      | 1.00      | 2.00      | 3.00      | 4.00      | 5.00      | 6.00      |
| From Victoria to Peak | 7.30      | 8.30      | 9.30      | 10.30      | 11.30      | 12.30      | 1.30      | 2.30      | 3.30      | 4.30      | 5.30      | 6.30      |

Extra Cars 1.30 p.m. and 12.00 Midnight.

SUNDAYS.

| WEEK DAYS.            | 7.30 a.m. | 8.30 a.m. | 9.30 a.m. | 10.30 a.m. | 11.30 a.m. | 12.30 noon | 1.30 p.m. | 2.30 p.m. | 3.30 p.m. | 4.30 p.m. | 5.30 p.m. | 6.30 p.m. |
|-----------------------|-----------|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| From Peak to Victoria | 7.30      | 8.30      | 9.30      | 10.30      | 11.30      | 12.30      | 1.30      | 2.30      | 3.30      | 4.30      | 5.30      | 6.30      |
| From Victoria to Peak | 8.00      | 9.00      | 10.00     | 11.00      | 12.00      | 1.00       | 2.00      | 3.00      | 4.00      | 5.00      | 6.00      | 7.00      |

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comproadors Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

### DOWN TRAINS.

| Stations              |      | No. 1<br>Through<br>Express<br>a.m. | No. 2<br>Through<br>Express<br>a.m. | No. 3<br>Through<br>Express<br>a.m. | No. 4<br>Through<br>Express<br>a.m. | No. 5<br>Through<br>Express<br>a.m. | No. 6<br>Through<br>Express<br>a.m. | No. 7<br>Through<br>Express<br>a.m. | No. 8<br>Through<br>Express<br>a.m. | No. 9<br>Through<br>Express<br>a.m. | No. 10<br>Through<br>Express<br>a.m. | No. 11<br>Through<br>Express<br>a.m. | No. 12<br>Through<br>Express<br>a.m. | No. 13<br>Through<br>Express<br>a.m. | No. 14<br>Through<br>Express<br>a.m. | No. 15<br>Through<br>Express<br>a.m. | No. 16<br>Through<br>Express<br>a.m. | No. 17<br>Through<br>Express<br>a.m. | No. 18<br>Through<br>Express<br>a.m. | No. 19<br>Through<br>Express<br>a.m. | No. 20<br>Through<br>Express<br>a.m. | No. 21<br>Through<br>Express<br>a.m. | No. 22<br>Through<br>Express<br>a.m. |       |
|-----------------------|------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|-------|
| CANTON (Tai Sha Tsui) | dep. | 7.30                                | 8.00                                | 8.30                                | 9.00                                | 9.30                                | 10.00                               | 10.30                               | 11.00                               | 11.30                               | 12.00                                | 12.30                                | 1.00                                 | 1.30                                 | 2.00                                 | 2.30                                 | 3.00                                 | 3.30                                 | 4.00                                 | 4.30                                 | 5.00                                 | 5.30                                 | 6.00                                 | 6.30  |
| SHUN CHUI             | arr. | 7.45                                | 8.15                                | 8.45                                | 9.15                                | 9.45                                | 10.15                               | 10.45                               | 11.15                               | 11.45                               | 12.15                                | 12.45                                | 1.15                                 | 1.45                                 | 2.15                                 | 2.45                                 | 3.15                                 | 3.45                                 | 4.15                                 | 4.45                                 | 5.15                                 | 5.45                                 | 6.15                                 | 6.45  |
| SHUN CHUI             | dep. | 7.50                                | 8.20                                | 8.50                                | 9.20                                | 9.50                                | 10.20                               | 10.50                               | 11.20                               | 11.50                               | 12.20                                | 12.50                                | 1.20                                 | 1.50                                 | 2.20                                 | 2.50                                 | 3.20                                 | 3.50                                 | 4.20                                 | 4.50                                 | 5.20                                 | 5.50                                 | 6.20                                 | 6.50  |
| TAIPO                 | arr. | 8.05                                | 8.35                                | 9.05                                | 9.35                                | 10.05                               | 10.35                               | 11.05                               | 11.35                               | 12.05                               | 12.35                                | 1.05                                 | 1.35                                 | 2.05                                 | 2.35                                 | 3.05                                 | 3.35                                 | 4.05                                 | 4.35                                 | 5.05                                 | 5.35                                 | 6.05                                 | 6.35                                 | 7.05  |
| TAIPO                 | dep. | 8.10                                | 8.40                                | 9.10                                | 9.40                                | 10.10                               | 10.40                               | 11.10                               | 11.40                               | 12.10                               | 12.40                                | 1.10                                 | 1.40                                 | 2.10                                 | 2.40                                 | 3.10                                 | 3.40                                 | 4.10                                 | 4.40                                 | 5.10                                 | 5.40                                 | 6.10                                 | 6.40                                 | 7.10  |
| TAIPO                 | arr. | 8.25                                | 8.55                                | 9.25                                | 9.55                                | 10.25                               | 10.55                               | 11.25                               | 11.55                               | 12.25                               | 12.55                                | 1.25                                 | 1.55                                 | 2.25                                 | 2.55                                 | 3.25                                 | 3.55                                 | 4.25                                 | 4.55                                 | 5.25                                 | 5.55                                 | 6.25                                 | 6.55                                 | 7.25  |
| TAIPO                 | dep. | 8.30                                | 9.00                                | 9.30                                | 10.00                               | 10.30                               | 11.00                               | 11.30                               | 12.00                               | 12.30                               | 1.00                                 | 1.30                                 | 2.00                                 | 2.30                                 | 3.00                                 | 3.30                                 | 4.00                                 | 4.30                                 | 5.00                                 | 5.30                                 | 6.00                                 | 6.30                                 | 7.00                                 | 7.30  |
| TAIPO                 | arr. | 8.45                                | 9.15                                | 9.45                                | 10.15                               | 10.45                               | 11.15                               | 11.45                               | 12.15                               | 12.45                               | 1.15                                 | 1.45                                 | 2.15                                 | 2.45                                 | 3.15                                 | 3.45                                 | 4.15                                 | 4.45                                 | 5.15                                 | 5.45                                 | 6.15                                 | 6.45                                 | 7.15                                 | 7.45  |
| TAIPO                 | dep. | 8.50                                | 9.20                                | 9.50                                | 10.20                               | 10.50                               | 11.20                               | 11.50                               | 12.20                               | 12.50                               | 1.20                                 | 1.50                                 | 2.20                                 | 2.50                                 | 3.20                                 | 3.50                                 | 4.20                                 | 4.50                                 | 5.20                                 | 5.50                                 | 6.20                                 | 6.50                                 | 7.20                                 | 7.50  |
| TAIPO                 | arr. | 9.05                                | 9.35                                | 10.05                               | 10.35                               | 11.05                               | 11.35                               | 12.05                               | 12.35                               | 1.05                                | 1.35                                 | 2.05                                 | 2.35                                 | 3.05                                 | 3.35                                 | 4.05                                 | 4.35                                 | 5.05                                 | 5.35                                 | 6.05                                 | 6.35                                 | 7.05                                 | 7.35                                 | 8.05  |
| TAIPO                 | dep. | 9.10                                | 9.40                                | 10.10                               | 10.40                               | 11.10                               | 11.40                               | 12.10                               | 12.40                               | 1.10                                | 1.40                                 | 2.10                                 | 2.40                                 | 3.10                                 | 3.40                                 | 4.10                                 | 4.40                                 | 5.10                                 | 5.40                                 | 6.10                                 | 6.40                                 | 7.10                                 | 7.40                                 | 8.10  |
| TAIPO                 | arr. | 9.25                                | 9.55                                | 10.25                               | 10.55                               | 11.25                               | 11.55                               | 12.25                               | 12.55                               | 1.25                                | 1.55                                 | 2.25                                 | 2.55                                 | 3.25                                 | 3.55                                 | 4.25                                 | 4.55                                 | 5.25                                 | 5.55                                 | 6.25                                 | 6.55                                 | 7.25                                 | 7.55                                 | 8.25  |
| TAIPO                 | dep. | 9.30                                | 10.00                               | 10.30                               | 11.00                               | 11.30                               | 12.00                               | 12.30                               | 1.00                                | 1.30                                | 2.00                                 | 2.30                                 | 3.00                                 | 3.30                                 | 4.00                                 | 4.30                                 | 5.00                                 | 5.30                                 | 6.00                                 | 6.30                                 | 7.00                                 | 7.30                                 | 8.00                                 | 8.30  |
| TAIPO                 | arr. | 9.45                                | 10.15                               | 10.45                               | 11.15                               | 11.45                               | 12.15                               | 12.45                               | 1.15                                | 1.45                                | 2.15                                 | 2.45                                 | 3.15                                 | 3.45                                 | 4.15                                 | 4.45                                 | 5.15                                 | 5.45                                 | 6.15                                 | 6.45                                 | 7.15                                 | 7.45                                 | 8.15                                 | 8.45  |
| TAIPO                 | dep. | 9.50                                | 10.20                               | 10.50                               | 11.20                               | 11.50                               | 12.20                               | 12.50                               | 1.20                                | 1.50                                | 2.20                                 | 2.50                                 | 3.20                                 | 3.50                                 | 4.20                                 | 4.50                                 | 5.20                                 | 5.50                                 | 6.20                                 | 6.50                                 | 7.20                                 | 7.50                                 | 8.20                                 | 8.50  |
| TAIPO                 | arr. | 10.05                               | 10.35                               | 11.05                               | 11.35                               | 12.05                               | 12.35                               | 1.05                                | 1.35                                | 2.05                                | 2.35                                 | 3.05                                 | 3.35                                 | 4.05                                 | 4.35                                 | 5.05                                 | 5.35                                 | 6.05                                 | 6.35                                 | 7.05                                 | 7.35                                 | 8.05                                 | 8.35                                 | 9.05  |
| TAIPO                 | dep. | 10.10                               | 10.40                               | 11.10                               | 11.40                               | 12.10                               | 12.40                               | 1.10                                | 1.40                                | 2.10                                | 2.40                                 | 3.10                                 | 3.40                                 | 4.10                                 | 4.40                                 | 5.10                                 | 5.40                                 | 6.10                                 | 6.40                                 | 7.10                                 | 7.40                                 | 8.10                                 | 8.40                                 | 9.10  |
| TAIPO                 | arr. | 10.25                               | 10.55                               | 11.25                               | 11.55                               | 12.25                               | 12.55                               | 1.25                                | 1.55                                | 2.25                                | 2.55                                 | 3.25                                 | 3.55                                 | 4.25                                 | 4.55                                 | 5.25                                 | 5.55                                 | 6.25                                 | 6.55                                 | 7.25                                 | 7.55                                 | 8.25                                 | 8.55                                 | 9.25  |
| TAIPO                 | dep. | 10.30                               | 11.00                               | 11.30                               | 12.00                               | 12.30                               | 1.00                                | 1.30                                | 2.00                                | 2.30                                | 3.00                                 | 3.30                                 | 4.00                                 | 4.30                                 | 5.00                                 | 5.30                                 | 6.00                                 | 6.30                                 | 7.00                                 | 7.30                                 | 8.00                                 | 8.30                                 | 9.00                                 | 9.30  |
| TAIPO                 | arr. | 10.45                               | 11.15                               | 11.45                               | 12.15                               | 12.45                               | 1.15                                | 1.45                                | 2.15                                | 2.45                                | 3.15                                 | 3.45                                 | 4.15                                 | 4.45                                 | 5.15                                 | 5.45                                 | 6.15                                 | 6.45                                 | 7.15                                 | 7.45                                 | 8.15                                 | 8.45                                 | 9.15                                 | 9.45  |
| TAIPO                 | dep. | 10.50                               | 11.20                               | 11.50                               | 12.20                               | 12.50                               | 1.20                                | 1.50                                | 2.20                                | 2.50                                | 3.20                                 | 3.50                                 | 4.20                                 | 4.50                                 | 5.20                                 | 5.50                                 | 6.20                                 | 6.50                                 | 7.20                                 | 7.50                                 | 8.20                                 | 8.50                                 | 9.20                                 | 9.50  |
| TAIPO                 | arr. | 11.05                               | 11.35                               | 12.05                               | 12.35                               | 1.05                                | 1.35                                | 2.05                                | 2.35                                | 3.05                                | 3.35                                 | 4.05                                 | 4.35                                 | 5.05                                 | 5.35                                 | 6.05                                 | 6.35                                 | 7.05                                 | 7.35                                 | 8.05                                 | 8.35                                 | 9.05                                 | 9.35                                 | 10.05 |
| TAIPO                 | dep. | 11.10                               | 11.40                               | 12.10                               | 12.40                               | 1.10                                | 1.40                                | 2.10                                | 2.40                                | 3.10                                | 3.40                                 | 4.10                                 | 4.40                                 | 5.10                                 | 5.40                                 | 6.10                                 | 6.40                                 | 7.10                                 | 7.40                                 | 8.10                                 | 8.40                                 | 9.10                                 | 9.40                                 | 10.10 |
| TAIPO                 | arr. | 11.25                               | 11.55                               | 12.25                               | 12.55                               | 1.25                                | 1.55                                | 2.25                                | 2.55                                | 3.25                                | 3.55                                 | 4.25                                 | 4.55                                 | 5.25                                 | 5.55                                 | 6.25                                 | 6.55                                 | 7.25                                 | 7.55                                 | 8.25                                 | 8.55                                 | 9.25                                 | 9.55                                 | 10.25 |
| TAIPO                 | dep. | 11.30                               | 12.00                               | 12.30                               | 1.00                                | 1.30                                | 2.00                                | 2.30                                | 3.00                                | 3.30                                | 4.00                                 | 4.30                                 | 5.00                                 | 5.30                                 | 6.00                                 | 6.30                                 | 7.00                                 | 7.30                                 | 8.00                                 | 8.30                                 | 9.00                                 | 9.30                                 | 10.00                                | 10.30 |
| TAIPO                 | arr. | 11.45                               | 12.15                               | 12.45                               | 1.15                                | 1.45                                | 2.15                                | 2.45                                | 3.15                                | 3.45                                | 4.15                                 | 4.45                                 | 5.15                                 | 5.45                                 | 6.15                                 | 6.45                                 | 7.15                                 | 7.45                                 | 8.15                                 | 8.45                                 | 9.15                                 | 9.45                                 | 10.15                                | 10.45 |
| TAIPO                 | dep. | 11.50                               | 12.20                               | 12.50                               | 1.20                                | 1.50                                | 2.20                                | 2.50                                | 3.20                                | 3.50                                | 4.20                                 | 4.50                                 | 5.20                                 | 5.50                                 | 6.20                                 | 6.50                                 | 7.20                                 | 7.50                                 | 8.20                                 | 8.50                                 | 9.20                                 | 9.50                                 | 10.20                                | 10.50 |
| TAIPO                 | arr. | 12.05                               | 12.35                               | 1.05                                | 1.35                                | 2.05                                | 2.35                                | 3.05                                | 3.35                                | 4.05                                | 4.35                                 | 5.05                                 | 5.35                                 | 6.05                                 | 6.35                                 | 7.05                                 | 7.35                                 | 8.05                                 | 8.35                                 | 9.05                                 | 9.35                                 | 10.05                                | 10.35                                | 11.05 |
| TAIPO                 | dep. | 12.10                               | 12.40                               | 1.10                                | 1.40                                | 2.10                                | 2.40                                | 3.10                                | 3.40                                | 4.10                                | 4.40                                 | 5.10                                 | 5.40                                 | 6.10                                 | 6.40                                 | 7.10                                 | 7.40                                 | 8.10                                 | 8.40                                 | 9.10                                 | 9.40                                 | 10.10                                | 10.40                                | 11.10 |
| TAIPO                 | arr. | 12.25                               | 12.55                               | 1.25                                | 1.55                                | 2.25                                | 2.55                                | 3.25                                | 3.55                                | 4.25                                | 4.55                                 | 5.25                                 | 5.55                                 | 6.25                                 | 6.55                                 | 7.25                                 | 7.55                                 | 8.25                                 | 8.55                                 | 9.25                                 | 9.55                                 | 10.25                                | 10.55                                | 11.25 |
| TAIPO                 | dep. | 12.30                               | 1.00                                | 1.30                                | 2.00                                | 2.30                                | 3.00                                | 3.30                                | 4.00                                | 4.30                                | 5.00                                 | 5.30                                 | 6.00                                 | 6.30                                 | 7.00                                 | 7.30                                 | 8.00                                 | 8.30                                 | 9.00                                 | 9.30                                 | 10.00                                | 10.30                                | 11.00                                | 11.30 |
| TAIPO                 | arr. | 12.45                               | 1.15                                | 1.45                                | 2.15                                | 2.45                                | 3.15                                | 3.45                                | 4.15                                | 4.45                                | 5.15                                 | 5.45                                 | 6.15                                 | 6.45                                 | 7.15                                 | 7.45                                 | 8.15                                 | 8.45                                 | 9.15                                 | 9.45                                 | 10.15                                | 10.45                                | 11.15                                | 11.45 |
| TAIPO                 | dep. | 12.50                               | 1.20                                | 1.50                                | 2.20                                | 2.50                                | 3.20                                | 3.50                                | 4.20                                | 4.50                                | 5.20                                 | 5.50                                 | 6.20                                 | 6.50                                 | 7.20                                 | 7.50                                 | 8.20                                 | 8.50                                 | 9.20                                 | 9.50                                 | 10.20                                | 10.50                                | 11.20                                | 11.50 |
| TAIPO                 | arr. | 1.05                                | 1.35                                | 2.05                                | 2.35                                | 3.05                                | 3.35                                | 4.05                                | 4.35                                | 5.05                                | 5.35                                 | 6.05                                 | 6.35                                 | 7.05                                 | 7.35                                 | 8.05                                 | 8.35                                 | 9.05                                 | 9.35                                 | 10.05                                | 10.35                                | 11.05                                | 11.35                                | 12.05 |
| TAIPO                 | dep. | 1.10                                | 1.40                                | 2.10                                | 2.40                                | 3.10                                | 3.40                                | 4.10                                | 4.40                                | 5.10                                | 5.40                                 | 6.10                                 | 6.40                                 | 7.10                                 | 7.40                                 | 8.10                                 | 8.40                                 | 9.10                                 | 9.40                                 | 10.10                                | 10.40                                | 11.10                                | 11.40                                | 12.10 |
| TAIPO                 | arr. | 1.25                                | 1.55                                | 2.25                                | 2.55                                | 3.25                                | 3.55                                | 4.25                                | 4.55                                | 5.25                                | 5.55                                 | 6.25                                 | 6.55                                 | 7.25                                 | 7.55                                 | 8.25                                 | 8.55                                 | 9.25                                 | 9.55                                 | 10.25                                | 10.55                                | 11.25                                | 11.55                                | 12.25 |



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[2740]

TRADE REPORT.  
COTTON YARN MARKET.

After the very heavy decline in the previous fortnight, the yarn market appears to have touched bottom and dealers have begun to come out to buy.

It is reported that some 3,000 bales have changed hands. After a very heavy decline in Bombay, prices again advanced slightly in that market.

The market here depends entirely on the course that cotton takes, and at present it is difficult to gauge what that course will be.

Cleanings have been slow. Business had been done in the yarn from \$195 to \$200 and 20s yarn at \$210.

Unwashed stock is estimated at 15,000/17,000 bales; bargain stocks in Chinese hands, about 5,000 bales.

There were no arrivals from Bombay during the past week, but the previous two weeks brought in some 10,000 bales.

## EXPORTS.

Rice. Mixed rice, which is generally taken as the basis of the rice market, was quoted on Saturday at \$6.40 per picul and was quoted on Saturday at \$7.40 per picul, 100 lb. Hongkong, the rice did not affect some investors, and business was put through at this price.

Wood Oil. The market for this has declined 32 per picul during the past fortnight, and it is reported that some shipments were made at \$26.50 per picul 100 lb. Hongkong.

Lard. There has also been a decline of 50 cents during the past fortnight in this commodity, which is quoted to-day at \$27 per picul, 100 lb. Hongkong.

Refined Sugar. This article is unobtainable at any price.

Raw Sugar. No quotations are given, but the market is showing a tendency to advance by leaps and bounds.

## TONNAGE.

Freight has decreased considerably and is quoted as follows: To Pacific Coast, \$3.85 to \$3.90 per ton; to Callao, \$3.77 to \$3.82 per ton.

BANKING OPPORTUNITIES  
IN CHINA.

## AN AMERICAN VIEW.

In the course of an interesting article which appeared lately in the New York Magazine of Wall Street Mr. Orin De Motte Walker, late manager of the International Banking Corporation in Peking, said:

The kind of an American bank which is wanted in the Far East and in China in particular is one which engages in commercial business; which believes in direct business; which wants Chinese business and will cultivate the Chinese; which will make silver and exchange speculation secondary to legitimate trade transactions and will be prepared to finance American trade; which will give American business fair credit reports and not discriminate against it; which will compete with the other banks and make loans upon the same terms and collateral; which is courteous and obliging to clients; which will do business upon a business basis; which is American in spirit and above all American in personnel and in policy. An American bank operated upon this plan will have no competition in China. In considering direct Chinese business the moral hazard must not be overlooked, but there is probably no country in the world where the moral risk is lower. It is a custom of the country that on Chinese New Year every obligation and debt must be paid, and no Chinese firm or individual will spare any effort even to calling upon the members of his clan to raise the necessary funds to liquidate his indebtedness.

It is strange but true that none of the foreign banks in China have ever seriously undertaken to cultivate the Chinese or their business. There are not many American bankers who can speak Chinese fluently enough to attempt it, and there is no doubt that in developing banking among them a knowledge of the language would be a tremendous asset, for it would enable the American manager to get in personal and direct touch with Chinese customers and secure their confidence and co-operation, two most essential elements in developing business in China. To this fact more than any other the writer attributes his success in securing Chinese business. In addition to the service which an American commercial bank could render to American and Chinese trade, there is the whole field of Chinese industrial development. This field has not been touched by banks in China. It is true that there are difficulties in entering this field, but they are not insurmountable. Our treaty with China prevents the holding of real estate by foreigners, which shuts out the taking of mortgages as security. There are several ways around this difficulty which will enable a bank to enter this field with absolute security and commensurate profit. The Japanese and French have circumvented the impasse, the one by securing a special charter for a banking corporation from the Chinese Government and the other by a special grant or privilege.

An interesting point was raised in the Ceylon High Court as to whether it was correct for a proctor (attorney) to receive a promissory note as his fee. The Chief Justice, in the course of his judgment, said that he thought the contract was open to very strong criticism, but he could not on that ground say that it was not legally enforceable. His Lordship also agreed that it was not in accordance with the dignity of the legal profession that a proctor should make an agreement to lend his services to his client and to take a promissory note as his fee for that purpose and to endorse it over to a financial person for collection.

BRITISH MALAYA AND THE  
GERMANS.

## THE GOVERNOR'S VIEW.

A public meeting of British subjects was called together under the auspices of the Straits Settlements Association on December 13th, in the Victoria Theatre, Singapore, for the purpose of passing the following resolution: "That having regard to the methods of the German people both before and during the war and their wilful breaches of international law towards belligerents and neutrals alike, to their barbaric and deceitful tactics, and to the looting and contempt which all honorable men must feel towards them, this meeting of the citizens of Singapore urgently represents to the Government that for the purpose of safeguarding the liberties of life and preserving good order and government, no German subject should for at least ten years after the declaration of peace be allowed to land, reside or trade within the Colony of the Straits Settlements or the Federated Malay States."

At the St. Andrew's night supper at the Selangor Club, in reply to the toast of his health, Sir Arthur Young mentioned that he had received from the P.A.M. a copy of a resolution passed by them at a recent general meeting in Penang to the effect that they desired no person of German nationality to be allowed to engage in trade or to obtain employment in British Malaya for a period of years after the declaration of peace, and then only under licence. He personally, as a Scotsman, did not want to see the Germans back in Malaya; but he had no definite voice in the matter. He must hear what other governing bodies and the Home Government had to say on the subject and act accordingly.

## FEDERAL COUNCIL FAVOURS EXCLUSION OF GERMANS.

At a meeting of the Federal Council of the F.M.S. at Kuala Lumpur, on November 28th, the Hon. Mr. Kenion proposed: "That the Rulers and Unofficial Members of this Council resolve that no German be permitted to enter, reside or trade within the Federated Malay States for a period of years and thereafter under licence."

Mr. Kenion said he felt that the resolution represented the feelings of the whole community of the Federated Malay States. The resolution should be forwarded to the Home Government with as strong representations as possible. It was not necessary for him to reiterate in full the conduct of the Germans, and none of them either wanted to associate with them in trade or to have anything to do with anything of German origin. (Hear, hear.)

The Hon. Mr. Kindersley seconded the resolution, and said that most Chambers of Commerce and many other bodies had passed similar resolutions. He was sure it represented the feelings of the entire community of the F.M.S. and H.H. the Sultan of Selangor expressed himself in entire agreement with the resolution.

H.H. the Yang di Per Tuan Besar, of Negri Sembilan, also spoke in support of the resolution, and said that the entry of any German into the F.M.S. should be forbidden. If they were permitted to come to the country no doubt they would behave themselves in the same sort of way as during the war; they would incite other people to action.

H.H. the Sultan of Pahang supported the resolution, as also did Mr. Ku Tong Sen, who said that after what the Germans had done they should not be considered fit persons to enter the country at all. (Hear, hear.)

The Hon. Mr. Hampshire said he wished also to support the resolution. The motion was then put to the meeting and carried with applause.

## PHILIPPINE SHIPBUILDING.

An effort is being made by the Philippine Government to stimulate the building of ships in the islands, particularly such ships as are adapted to inter-island trade. This effort is meeting with a promising response in many parts of the country. Vessels to the size of 250 tons suitable for domestic commerce are being turned out in at least seven different sections of the Philippines (writes a Manila Correspondent of Commerce Reports, Washington).

Shipbuilding is not altogether new to the islands. During the past century the industry has been carried on to some extent. Not only have capacious lorcha, bacoas, barangays, and other peculiarly Philippine types of vessels employed in coastwise and river transportation been constructed, but larger sailing craft capable of inter-island voyages and large enough to venture to the coast of Asia have been built.

In the Province of Albay, galleons capable of oceanic voyages were constructed in Spanish days. It is well-known that the vintas used by the Moros of the Sulu Archipelago were large enough to carry on a trade with the Dutch East Indies and to make voyages as far as Manila. These craft were sturdy and good sailors, revealing considerable constructive skill in their builders. The Moros have not lost their cunning in this respect and are still relied upon to render valuable service in the growing industry.

Those engaged in shipbuilding report a scarcity of skilled labour, but any that unskilled labour is plentiful in nearly every section where the industry is being carried on. In all the localities in which yards are now in operation, and in many others, natural conditions are favourable for shipbuilding, waterways and timber being available in sufficient abundance.

## PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, November 27th.

## THE DOVE OF PEACE.

Perhaps the only cloud in the peaceful sky is that the Tuchus have not yet left the capital. It is explained that they are staying over for the victory celebrations. Be that as it may, their presence is causing some uneasiness because, during their stay, they formed an association which goes by the name of the Nineteen Eighteen Club. It is a close corporation designed to further and protect their exclusive interests. Through it they will influence the Anfu Club, which, in turn, may dominate Parliament. However, President Hau is labouring for peace notwithstanding the divergencies of various elements, and that in itself is not a bad sign.

It is not surprising that at times the Chinese lose the sympathy of their best friends. A case in point is the misdirected zeal of certain members of Parliament who are demanding that China should ask for the restoration of Tsingtao and Weihaiwei, Customs autonomy, abolition of extraterritoriality, and sundry other concessions, oblivious of the fact that the Peace Conference is not called to settle Chinese affairs but questions arising out of the war. The imperative needs of Europe are not considered by these high-browed patriots, who seem to think that the Conference in Europe will be composed of philanthropists. After the Peace Conference has reached a solution of the problems presented to it, another Conference of the Powers interested in China may be convened to devise a common policy with regard to this country, but such a conference has not even been mooted yet.

Though the decision of the President and the Cabinet that the opium stocks in Shanghai should be burned is generally applauded, there are those who think that it is not wise to destroy opium which could be used for medicinal purposes. There can be little doubt, however, that the moral effect of its public destruction would be beneficial. Of course it must be seen that the drug is properly destroyed. Opium is difficult to consume unless under great heat, and the sequel of most public burnings heretofore has been a scramble after the fire was extinguished for the large proportion which remained untouched. No suspicion of such an aftermath should be incurred.

PEACE CELEBRATIONS.  
Peking is prepared to give itself up to three days' celebration over the victory of the Associated Powers. To-morrow there will be a review of Chinese and Allied troops by the President, who, though a civilian, will don for the occasion the uniform of a Field Marshal. The pageant promises to be an historic one. Medals are being struck to commemorate the occasion. Elaborate regulations have been drawn up for the event. The dress is prescribed, and no departures from it will be permitted under the penalty of being denied entrance by the police. Ladies (Chinese), are advised to wear skirts. How attentive to minutiae are Chinese masters of ceremonies. The Japanese are realising that they have a part in the celebrations. In the early days there was much comment on their frigidly, but, of course, the explanation is that they do these things under instructions from their Government.

SOCIAL PEKING.  
"Social Peking" may again become a heading in the newspapers. Functions of all kinds are very much in evidence, and though most people do not feel that they can return immediately to the happy times before the war there is no doubt that entertaining will soon be resumed on something like the old scale, with, of course, the Germans left out. Last Thursday evening a very creditable performance of "The Mollusc" was given in the theatre of the British Legation by local amateurs, most of whom appeared on the boards for the first time. Then last night there was a jolly little dance in the Peking Club. Our American friends have had quite a succession of parties, and the French and Belgians have not forgotten how to rejoice either. St. Andrew's ball has been revived, and a few Scots from the capital will go down to Tientsin on Saturday for this popular event.

SPORT.  
The Peking Association team suffered defeat at Tientsin on Saturday in the first match for the Spunt intercup. They were lucky to have only a score of 1-0 recorded against them. Members have not had the practice that they had last year. These frosty mornings are not conducive to early rising, which is essential if players are to get into form. Interest in hockey is already developing. The International Club will again have the largest rink in the city, and its team, strengthened by new players, is expected to do things to Tientsin.

THE PEACE DELEGATES.  
The departure of Minister Lu, the Envoy Extraordinary to the Peace Conference, has been delayed by inability to secure berths on Pacific steamers. Several new names have been mentioned as worthy of inclusion in the delegation. Liang Chi-cho is expected to go to Europe unofficially, and one or two others may take occasion by the hand and find some reason for making a trip to Europe. Mr. de Coet, the Belgian legal adviser to the Waichangpu, has not left, as stated, but he will proceed to Europe on leave.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 14th December is as follows:—

| Receipts for week      | Aggregate receipts for 52 weeks |
|------------------------|---------------------------------|
| This Year.....\$12,007 | 1932.....\$12,007               |
| Last Year.....11,703   | 1931.....11,703                 |
| Increase.....304       |                                 |

HONGKONG DISTRICT  
SCHOOLS ATHLETIC SPORTS.SUCCESSFUL INAUGURAL  
MEETING.

At Happy Valley, yesterday the first athletic meet of the Hongkong District Schools was held, under ideal weather conditions, in the presence of a large gathering of spectators, which included H.E. the Officer Administering the Government, and Mr. E. A. Irving, Director of Education. The following schools took part: Ellis Kadoorie, Saiyungpan, Yau-mat, Wantai, and Praya East. Altogether there were 26 items on the programme, and a busy and interesting afternoon was spent. Keen rivalry prevailed amongst the various schools, as a championship shield had been offered by Sir Ellis Kadoorie for the highest aggregate number of points obtained. Yau-mat won the trophy by scoring 49 points out of a possible 75. Saiyungpan came next with 42 points, and Wantai third with 25 points. In the team race, for which the Chinese Chamber of Commerce had presented a cup, all the schools competed, and Yau-mat carried off the honours. Lui Tak Koi, of the Yau-mat School, was the champion athlete of the meeting.

At the conclusion of the day's sport, Mr. R. E. O. Bird called on His Excellency to distribute the prizes. In doing so he said that the meeting had been a very successful one, the entries numbering about 600. He thanked Sir Ellis Kadoorie, the Chinese Chamber of Commerce, and the numerous other donors of prizes, as well as His Excellency for distributing the prizes.

His Excellency said the idea of holding separate sports for the Hongkong District schools originated with Mr. Bird. It was an excellent idea, as it was generally felt that the district schools had no opportunity of distinguishing themselves at the annual Hongkong School sports. There were over 1,500 boys to choose from; therefore competition was keen and an interesting afternoon's sport assured. He thought that Mr. Nightingale, the Hon. Secretary, should receive the grateful thanks of all for the success which had attended his energetic efforts.

The following were the results:  
100 YARDS FLAT RACE. Group 1: 1, Tana Yuk Kwai; 2, Lin Tak; 3, Lam Pok-kei. Group 2: 1, Mak Yung Toi; 2, Leung Wai-kwan; 3, Chan Kwong-ting. Group 3: 1, Chung Kwok-ping; 2, Wong Chuen-sing; 3, Mak San-wai. Group 4: 1, Tang Fook-wing; 2, Wu Chin-cho; 3, F. King-tak. 200 YARDS FLAT RACE (Ellis Kadoorie School for Indians).—1, A. Salim; 2, M. Ali; 3, Ek Alim.

300 YARDS FLAT RACE. Group 1: 1, Luk Tak-ai; 2, Fok Pak-wun; 3, Shek Yung-kwan. Groups 2: 1, Mak Yung-toi; 2, Chan Yung-lam; 3, Wong Hung-mi. Group 3: 1, Chung Kwok-ping; 2, Cheung Lat-tung; 3, Mak Tin-kun. 220 YARDS FLAT RACE (Ellis Kadoorie School for Indians).—1, T. Hamid; 2, A. C. Bhoj; 3, T. Sully.

TEAM RACE. 1, Yau-mat; 2, Wantai; 3, Saiyungpan. TEAM RACE (Juniors).—1, Saiyungpan; 2, Yau-mat; 3, Ellis Kadoorie. HURDLE RACE, 120 YARDS. Group 1: 1, Lui Tak-ai; 2, Lui Tak; 3, Tan Chun-fu. Group 2: 1, Chan Kwong-ting; 2, Wa Pak-ping; 3, Lam Tung-wing. THREE-LEAGUE RACE. Group 1: 1, Lui Tak and Li Fung-wei; 2, Tang Ping-ki and Ma Ping-wai; 3, Lak Kai-cho and Ho Lam. Group 2: 1, Leung Tit-sang and Mak Yung-toi; 2, Wa Pak-ping and Lo Fung-cheung; 3, Lo Ting-kwong and U Chan-wing. Group 3: 1, Pan Tai-hong and To Kum-ip; 2, U Cheung-sau and Ip Wing-cho; 3, Chung Kwok-ping and Ngan Pui-kai. Group 4: 1, Ip Kam-mun and Ng Chan-wing; 2, Tam Fook-wing and Li Ka-look; 3, Fu Kin-tan and Chan Kwai-sing.

Two or War.—1, Yau-mat; 2, Wantai; 3, Ellis Kadoorie. 220 YARDS FLAT RACE.—Group 4: 1, Tang Fook-wing; 2, Ng Chan-wing; 3, Ip Kam-mun.

CHINESE MASTERS' RACE.—1, Mr. L. M. Cheung; 2, Mr. L. S. Sang; 3, Mr. L. K. Sang. The following were the officials:—Committee.—Messrs. R. E. O. Bird (Chairman), A. Morris, G. F. Nightingale, B. James, R. J. Birbeck, Lo Yuk-lun and (Hon. Secretary). Clerk of the Course.—Mr. G. F. Nightingale. Starters.—Messrs. Leung Sui-sang and Lau Ying-chung. Scorer.—Mr. W. W. Fox. Judges.—Messrs. B. J. Birbeck, B. James, B. To Wing-chong, Ho Yan-tak, Chan Mo-tong and Lam Pak-to. Time Keepers.—Messrs. Lam Kwan-shan, Sung On-wing and Ip Ching-kun.

## SPORT.

## GOLF.

## LADIES GOLF CHAMPIONSHIP.

The results, so far, in the Ladies' Golf Championship of the Royal Hongkong Golf Club are as follows:—1st Round.—Mrs. Matfield beat Mrs. Moore and Mrs. Crawford beat Miss Wilkinson. 2nd Round.—Miss J. Hotter beat Mrs. Thurlfield; Mrs. Matfield beat Mrs. J. W. Stewart; Mrs. Draper beat Mrs. Crawford; and Mrs. Adams beat Mrs. Fletcher.







## NEW ADVERTISEMENTS

**IMPORTS AND EXPORTS OFFICE.**  
**NOTICE.**

THIS DEPARTMENT will be entirely CLOSED on XMAS and NEW YEAR DAYS. It will be open for all purposes from 9 A.M. till Noon on DECEMBER 26TH and JANUARY 2ND.

D. W. TRATMAN,  
Superintendent,  
Imports and Exports,  
Hongkong, December 18th, 1918. [2809]

## NOTICE.

If you want a reliable WATCH go to

JAMES STEER,  
Chronometer-maker, Watch-maker and Jeweller.  
[2742]

NIPPON YUSEN KAISHA,  
HONGKONG BRANCH.

I HAVE This Day handed over Charge of this Office to Mr. S. YASUDA.

B. MOHI,  
Manager,  
NIPPON YUSEN KAISHA,  
Hongkong Branch,  
Hongkong, December 16th, 1918. [2798]

NIPPON YUSEN KAISHA,  
HONGKONG BRANCH.

I HAVE This Day ASSUMED CHARGE of the Company's Business at this port.

S. YASUDA,  
Manager,  
NIPPON YUSEN KAISHA,  
Hongkong Branch,  
Hongkong, December 16th, 1918. [2799]

## "TO WHOM IT MAY CONCERN"

THE Under-signed will not be Responsible for any Discrepancy in the amount of the cargo of the auxiliary motor schooner "PALAWAN."

F. E. SOUTHARD,  
Master, A. M. S. "PALAWAN."  
[2787]

## FOUND.

IN Kowloon, a long haired Black and white DOG. Bred uncertain. License No. 743.  
Owner can have same by applying at the PALACE HOTEL Kowloon.  
[2755]

## CANTON POULTRY SHOW.

Under auspices of Canton Christian College.

ENTRIES CLOSE ON DECEMBER 21ST, 1918. Schedule and entry forms may be obtained from the Local Secretary, care of St. Paul's College.  
Birds will be taken to and from Canton, free, in charge of European Steward with qualified staff.  
[2791]

## WANTED.

LADY wishes to recommend her ENGLISH NURSERY GOVERNESS for passage home to England in return for services. Good traveler.

M. W. A.,  
60 Peak, Hongkong.  
[2784]

## FOR SALE

STANDARD REBUILD TYPEWRITERS.  
Olivetti 5-14" \$95; L. C. Smith \$95; Monarch \$95; Smith Premier \$75; cheaper and better nowhere obtainable.

KWONG SANG,  
6, Pedder Street.  
[2800]

## FOR SALE-CHEAP.

YACHT "COLLEEN" Same design as "DIANA" and "DOCTORA."  
Apply—  
H. E. POLLOCK,  
Princes Buildings.  
[2788]

## NOTICE.

ANOTHER BLOCK OF HOUSES FOR A HOUSING SCHEME.

THE Under-signed, having acquired the whole of the HOUSES in GRANVILLE TERRACE, Kowloon, are prepared to make arrangements with any person desirous of owning any of these Four-Roomed Houses by purchasing on the installment system, preference to be given to the present tenants.

J. M. ALVES & CO.,  
Hongkong, December 7th, 1918. [2790]

Buy your  
**CHRISTMAS TOYS**  
at

**GRACA & CO.**  
Zag-zaw Puzzles, Lotto,  
Animal Kut-ups, Erector,  
Picture Books, Stockings,  
Xmas Baskets, Tinkertoes,  
Problem Builder,  
Grasshopper Tennis,  
Popular Price Dolls,  
and many other suitable Gifts.  
No. 10, WYNDHAM STREET,  
HONGKONG.  
P. O. Box 690.  
[2848]

## INTIMATIONS

HONGKONG STEEL FOUNDRY  
COMPANY, LIMITED.

## NOTICE.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1918-19 will be payable on SATURDAY, DECEMBER 28TH, 1918. Shareholders are requested to apply for Dividend Warrants at the Company's Office, at St. George's Buildings, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, DECEMBER 23RD, 1918, to SATURDAY, DECEMBER 28TH, 1918, both days inclusive.

GORDON & CO.,  
General Managers,  
Hongkong, December 14th, 1918. [2801]

## NOTICE.

THE HONGKONG AND WHAMPOA  
DOCK COMPANY, LIMITED.

CERTIFICATE No. 6812 of the above Company for 100 Shares of the Company numbered 10438/62, 2599/28014, 56330/59, 56410/9 and 56584/93 in the name of Solomon Sassoon BENJAMIN, dated the 17th day of May, 1917, has been CANCELLED by the Company and no rights thereunder will henceforth be recognized. A New Certificate for the said Shares has been issued to and in the name of the said Solomon Sassoon BENJAMIN in place of the Original Certificate referred to above.

Dated the 16th day of December, 1918.  
By Order of the Board of Directors,  
R. M. DYER,  
Chief Manager,  
THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.  
[2803]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/224, dated Hongkong 1st July, 1907, for Five Shares numbered 85159 to 85163 inclusive, all registered in the name of ANNIE MARION HARVEY, has been LOST or STOLEN and should this Provisional Certificate not be produced to the Bank before the 31st January, 1919, a new Certificate for the Shares will be issued and the said Provisional Certificate No. 43/224 will thereafter be treated by this Corporation as Null and Void.

By the Order of the Court of Directors,  
N. J. STARR,  
Chief Manager,  
Hongkong, December 6th, 1918. [2755]

THE CHINA LIGHT & POWER CO., LTD.

## NOTICE.

THE REGISTER OF SHAREHOLDERS will be CLOSED from the 23rd day of December 1918, to the 31st December 1918, both days inclusive.

The Rights to Shares in the New Company will accrue to the Shareholders who are on the Register on the 30th day of December, 1918.

All intending transfers should be sent in on or before the 21st December, 1918.

SHEWAN, TOMES & CO.,  
General Manager,  
[2802]

THE CHINA LIGHT & POWER  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Registered Office of the Company, St. George's Buildings, Victoria Road, Victoria, Hongkong, on FRIDAY, the 27th day of DECEMBER, 1918, at 12 o'clock Noon, when the following resolutions which were passed at the Extraordinary General Meeting of the Company held on the 11th day of December, 1918, will be submitted for confirmation as Special Resolutions:

(1) That it is desirable to reconstruct this Company, and accordingly that this Company be wound up voluntarily and that Hugh Frank Campbell of St. George's Buildings, Victoria, in the Colony of Hongkong, Merchant, be appointed Liquidator for the purpose of such winding up at a remuneration of One hundred dollars.

(2) That the General Managers of this Company be authorized and requested to form and procure to be incorporated, a new Company to be called the "China Light & Power Company (1918), Ltd." (of which they shall be appointed by Agreement General Managers) with the objects (inter alia) of acquiring the undertaking, business, goodwill, machinery, plant, book-debts and all assets whatsoever of this Company, and of carrying on business in or near Kowloon and/or elsewhere if thought desirable with Messrs. Shewan Tomes & Co., Hongkong, and their successors in business as General Managers so long as the General Managers for the time being (if a corporation) or (if an unincorporated firm) any one or more partner or partners in the firm of the General Managers individually or collectively shall hold not less than one thousand shares of the Company.

(3) That the proposed Memorandum and Articles of such new Company submitted to this meeting be and the same are hereby approved and that the Liquidator be authorized to consent to the registration of such new Company with such Memorandum and Articles accordingly.

(4) That the draft Agreement submitted to this Meeting (marked "A") and expressed to be made between this Company and the Liquidator of the one part and The China Light & Power Company (1918), Ltd., of the other part be approved, and that the Liquidator be authorized pursuant to Section 185 of the Companies Ordinance, 1911, to enter into an Agreement with such new Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications either before or after the execution thereof as he with the approval of the General Managers of the new Company thinks fit.

(5) That the Liquidator be authorized to obtain advances from the General Managers of any monies requisite upon such terms as he thinks fit.

Dated this 18th day of December, 1918.

SHEWAN, TOMES & CO.,  
General Managers.  
[2792]

## INTIMATIONS

G. R.  
COLONIAL SECRETARY'S DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDER FOR QUARRIES" will be received at this Office until Noon TO-DAY (WEDNESDAY) the 18th day of DECEMBER, 1918, for the letting of the undermentioned Granite Quarries at Hongkong, Kowloon, and the New Territories, for one year from the 1st January, 1919.

Each Tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender.

Firms of tender can be obtained from the Director of Public Works.

## PARTICULARS OF THE QUARRIES.

| Quarry Lot No.          | Approximate Area in Acres. | Deposit required with tender. |
|-------------------------|----------------------------|-------------------------------|
| Tsai Tsz Mai No. 2      | 12.02                      | \$ 250                        |
| Shaukiwan Nos. 3 and 4  | 73.80                      | 800                           |
| Hok Un No. 6            | 8.45                       | 700                           |
| Ma Tau Kok No. 7        | 0.70                       | 200                           |
| Do No. 8                | 4.60                       | 500                           |
| Jordan Road No. 10      | 4.85                       | 200                           |
| Yanauai No. 11          | 2.98                       | 130                           |
| Ngau Tau Kok No. 6      | 2.00                       | 200                           |
| Do Nos. 1-5, 7, 8       |                            |                               |
| Do Nos. 10, 15          |                            |                               |
| Do Nos. 20 & 25         | 10.12                      | 350                           |
| Do Nos. 8, 11-14        |                            |                               |
| Do Nos. 21 & 22         | 2.80                       | 100                           |
| Cha Kwo Liang Nos. 1-30 | 24.86                      | 500                           |
| Sai Tso Wan Nos. 1-16   | 16.53                      | 140                           |
| Lyemau Nos. 1-20        | 26.44                      | 600                           |
| Do No. 28               | 2.10                       | 40                            |
| Fuk Tsz Heung No. 12    | 4.29                       | 250                           |
| Tsai No. 1              | 2.35                       | 40                            |

[2776]

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

THE Under-signed have received instructions from Messrs. D. Macdonald & Co., to sell by Public Auction,

at their premises Hung-hom, THE WHOLE OF VALUABLE PLANT, &c., &c.,

contained thereon, LARGE GALVANIZED IRON BUILDINGS, STOCK AND MACHINE TOOLS.

Comprising:—

Lathes, Planing Machine, Sawing Machine, Shaping Machine, Milling Machine, Slotting Machine, Drilling Machine, Cold Chisel Machine, Weighing Machine, Punching and Shearing Machines, Blower, Test Pump, Engines and Shading Sundry Pumps, Assorted Chains, Blocks, Screw Jacks, Stretching Screws, Tools, Twist Drills, Stock and Dies, Steam Hammer, Blacksmith's Tools, Sundry Wooden Patterns, Band and Circular Saws, Pipe Bending Blocks, Pipe Vices, Coppermith's Tools, Emergency Cupola, Water tanks and fittings, Winches, Boilers, Diving Pumps, Helmets and dresses (New and second hand), a quantity of Steel Products including, galvanized Iron Plates, wrought and galvanized Iron Piping and Fittings, Brass and Copper Tubes, Moulds and Yellow Metal Sheathing, Metal and Copper Tacks, etc.

Also

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DEATH.

FISHER.—At Bombay, in October, 1918, from pneumonia, Eric Whitmore Fisher, Lieut. I.A.R.O., formerly attached 74th Punjab, Hongkong, deeply regretted by his brother officers and all ranks. [2808]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 18TH, 1918.

THE EMPIRE FOLLOWS HONGKONG'S LEAD.

THE British are such an easy-going and magnanimous race that even after the war had been in progress some time fears were expressed that when the day of reckoning arrived they would be found ready to forgive and forget the crimes which Germany had committed. Only twenty months ago, when the representative of the Chamber of Commerce moved a resolution in favour of the total exclusion of the Germans from this Colony for ten years after the war and their subsequent admission only under strict licence, he was ridiculed by the official majority. The Attorney-General declared that sentiment was "a very poor guide amongst the cold, hard facts of economics." H.E. the General Officer Commanding denounced the motion as "quite contrary to the idea of a lasting peace," and H.E. the Governor ventured the opinion that if he could communicate the proposal to "the really great men of the past," in the words of a popular song "they would never believe me." To make it perfectly clear that the official phalanx was acting on that occasion entirely in accordance with its own convictions, His Excellency declared: "We have no intention of accepting this resolution because it deals with an Imperial matter." The Government soon learned that its convictions were not shared by the European community, for a crowded meeting at the Theatre Royal enthusiastically endorsed the motion which the Legislative Council had rejected, and this decision was re-affirmed at the mass meeting held during the recent Armistice celebrations. Since Hongkong first made its voice heard on this subject similar opinions have been expressed in

all parts of the British Empire by municipal corporations, representative commercial organisations, and public assemblies. Recently our neighbours in British Malaya have joined in the chorus. The Planters' Association, the Singapore Chamber of Commerce and the Federal Council of Malaya have each expressed themselves in terms identical with those employed by the Hongkong Chamber of Commerce. The Chairman of the Planters' Association, in recommending this course to his fellow members, remarked that the German people were no better than their leaders. They cheered their leaders at the outbreak of war and would cheer them to-day if they had been victorious. Who can doubt this when he recalls the jubilation with which the Germans in this part of the world greeted the news of the sinking of the *Lusitania*? It is worthy of note that the Governor of the Straits Settlements and High Commissioner of the Federated Malay States has announced that personally he is in sympathy with the demand for exclusion, and the ruling chiefs have expressed themselves in entire agreement with the opinion that the room of the German is to be preferred to his company. At a luncheon given at the Mansion House, York, General Sir J. E. MAXWELL (Northern Command), unlike Major-General VENTURA, said he hoped that Mr. W. M. HUGHES would see to it that no German again trespassed upon the Motherland or her Dependencies," and the Premier of Australia, in a characteristically outspoken response, left no doubt as to his attitude on the subject. "I cannot conceive," he declared, "that a people who for forty years prepared for war and rushed upon their neighbours with malignant fury, like some wild beast seizing its prey to rend and devour it, have suddenly changed have donned the spotless robe of peace and become angels of light."

I shall believe it and accept them for what they say they wish to be when we have drawn their fangs, taken out their claws, and left them impotent." The cables to-day tell us of crowded and enthusiastic public meetings at Maritzburg and Kimberley demanding not merely the repatriation of the Germans interned in South Africa but also the retention of the ex-German Colonies, evidently in order that the enemy may be removed not only from their midst but from their proximity. Already it has been announced by the Prime Minister that the "Germans domiciled in England will never again have the opportunity of betraying the country," and that a Bill will be introduced into Parliament to enable the Government to exclude the nationals of such countries as it may deem expedient. Apart from sentiment, therefore, it would appear as though it is not considered even economically sound to encourage a race of spies, politico-commercial schemers, and sedition-mongers. Hongkong will always be able to congratulate itself upon having given the Empire a lead in this matter, for it will be remembered that when the Hon. Mr. P. H. HOLYOAK told the Legislative Council, in April of last year, that he believed Australia, Canada, and New Zealand had already indicated their wishes in no uncertain manner, H.E. the Governor replied that he read his newspapers and Parliamentary papers very diligently and he had "not seen any suggestion from anywhere that Germans should actually be excluded from the King's Dominions after the war." What Hongkong thought two years ago the Empire thinks to-day.

Major C. Scales, M.C., R.A.M.C., who was in Hongkong with the Shropshire Regiment, has been given a b to his Military Cross.

News has been received by letter of that Miss K. Craiddock, who is well-known in Hongkong, was quietly married to Mr. R. M. Whittall, formerly of the Union Insurance Co., on October 7th.

To see a Chinese drunk and disorderly in the streets is rare. One Chinese, however, had a royal time at a wedding feast, and afterwards behaved in boisterous fashion. He was produced before Mr. C. D. Melbourne at the Magistracy, yesterday, and fined \$5.

The Empress of Russia, Empress of Asia, Empress of Japan and Montenegro, having been released by Government, the Canadian Pacific Ocean Services, Ltd., will resume its full service from Hongkong to Vancouver via usual ports of call from February-March next.

La Minerva Co., of Manila, which recently (through Messrs. Lane, Crawford & Co.) sent two chests of tobacco for distribution among troops at the discretion of the Hongkong War Charities Committee, has very generously duplicated the gift. All four chests have been allocated for the use of the troops in Siberia.

The Police have received a report from a ricksha coolie that, whilst returning from Shamshui on the night of the 16th instant, he was attacked by two robbers, who stole from him \$124. One of his assailants attacked him with a large wooden pipe, inflicting several bruises on his body. The complainant is now an inmate of the Kwong Wah Hospital.

Mr. C. Champkin, who has acted as manager of the local branch of the Mercantile Bank of India for the past three years, leaves for Singapore by the *Fan Waerwick* at the end of the present month to take charge of the branch there. He will be succeeded in this Colony by Mr. Sandes, from Bombay. Mr. Champkin was entertained at a farewell dinner, last night, by a few intimate friends.

The American Consul General has received notice that the Executive Order of the United States Government establishing a defensive area among and around the Philippine Islands has been withdrawn and the defensive arrangements discontinued as from December 18th. The Naval patrol at the entrance of Manila Bay has been withdrawn, and all previous port regulations have become effective.

The following cases of communicable diseases were notified in the Colony during the week ended December 15th:—Cerebro-spinal fever, 1 (1 death); enteric fever, 3 (1 death); diphtheria, 4 (1 death). One case of enteric and two cases of diphtheria were British. On Sunday and Monday one case of diphtheria and two cases (one death) of enteric fever, including a British case, were reported.

Mr. F. W. G. Clark, of Messrs. Shewan, Tomes & Co., has been appointed Corresponding Member of Council for Hongkong and South China of the Junior Institution of Engineers. The Headquarters of the Institution are in London, but its activities are world-wide, and local sections have been established in various centres both at home and abroad. Mr. Clark will be pleased to receive communications from Engineers in these parts who are interested in, or wish to become, members of the Institution.

A gathering representative of every community in the Colony and especially of the Japanese community, attended an "At Home" which was given, yesterday, on board the *Fushimi Maru* by Mr. B. Mori, till recently the Hongkong manager of the Nippon Yusen Kaisha, who is under transfer to Osaka, and Mr. S. Yasuda, who succeeds him in Hongkong. The steamer was gallantly decorated. The upper deck was arranged with tables containing every conceivable delicacy, and the string band of the ship entertained the guests with some pleasing music.

THE INCHCAPE SELL.

[Lord Inchcape said the coming decade in the Dominions would be one of immense production; we were more likely to see that there were three jobs for one man than three men for one job.—*Reuter*.]

Dominions, away with your cares, And mop the sad tear from your eye! For his Lordship of Inchcape declares That an era of plenty is nigh.

He assures you all persons of sense Have wonderful fortunes in store, As production will now be immense To make up for the wastage of war.

No more shall capitalists rob The workmen of all that they can, For, instead of three men for one job, Three jobs will await every man.

Yet half of us here in Hongkong Have been doing three jobs for two years, And we just pass a warning along That it is not the catch it appears.

So, in vain in the night of the bird Is the net of the fowler displayed— You may count our arrival deferred Till we hear if all three will be paid.

E. W. H.

In the second round of the Palace Hotel billiard tournament, last night, Mr. R. Gutmaria beat Mr. J. Coaker by 250-172. To-night Mr. T. Hart meets Mr. I. Goodman.



# THE WAR.

## ALLIES WILL NOT OCCUPY GERMANY.

### AMERICA'S SHARE IN WORLD RECONSTRUCTION.

## VISCOUNT GREY ON THE "FREEDOM OF THE SEAS."

### PRESIDENT OF PORTUGAL ASSASSINATED.

### SOUTH AFRICA DEMANDS REPATRIATION OF THE GERMANS.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)

#### PRESIDENT WILSON IN PARIS

##### AN UNPRECEDENTED WELCOME.

PARIS, December 16th.

A Havas message says: President Wilson's arrival in Paris yesterday was marked with scenes of unprecedented enthusiasm. He was rapturously welcomed. Paris truly voiced her expression of the ties binding the two greatest Republics. No head of a foreign State ever received such a reception.

At mid-day, President Wilson was the guest at a luncheon at the Elysee, when President Poincaré said that peace must be a reparation of the past, and a guarantee against the perils of the future.

President Wilson's first public utterance in Paris embodied the thought of a guaranteed peace which all civilization awaits.

#### THE FINAL SETTLEMENT OF ISSUES

After expressing his horror at the ruin wrought by the brutal enemy, he said: "I appreciate the necessity of such action, in the final settlement of the issues of the war, as will not only rebuke such acts of terror and spoliation, but will make men everywhere aware that they such acts cannot be ventured upon without a certainty of just punishment."

The French Press notes that the whole problem of peace conditions is in such a sentence.

#### MEMORABLE SCENES IN PARIS.

LONDON, December 15th.

President Wilson is the guest of France, whose sentiment and respect for the chief representative and the spokesman of the American people shows her intense gratitude for the decisive part which America, under the President's wise and firm guidance, played in the work of crushing German militarism.

It is significant that the President will visit the Front and the devastated regions. There could be no better preparation for the Peace Conference than seeing the razed villages, the demolished factories, the desolate wastes, gathering information of the Germans' inhumanity.

Reprisals for the wrongs committed and vindication, the right to safeguard peace; the time for these was coming.

#### "CITIZEN OF PARIS."

The Paris City Council, amid enthusiastic cheering, yesterday, conferred on President Wilson the title of "Citizen of Paris."

Marshal Joffre said that France was grateful for what President Wilson can still do. Thousands of Frenchmen were spared by the United States' entry into the war.

President Wilson, in reply to M. Stephen Pichon's address of welcome at Brest said that it was a privilege to come to France and contribute to a peace enabling France to again move on the onward path of progress.

On his arrival this morning magnificent Paris never viewed such crowds, who acclaimed the visitor with indescribable enthusiasm. President Wilson smiled his acknowledgment during the long run from the station to Prince Murat's house.

#### AMERICAN ASPIRATIONS.

##### INTERESTING "ROUND TABLE" SUGGESTIONS.

LONDON, December 12th.

The *Quarterly Review* and *Round Table* urge that the United States should take her full share, and accept equal responsibilities for the right management of the new world order after the war.

It proposes that America should become a definite trustee of civilization in the Middle East, and definitely undertake a leading part in the reconstruction of Russia.

The *Round Table* thinks that a detachment of the United States would render her an ideal custodian of the Dardanelles and a preserver of the autonomy of Armenia, Arabia and Persia, while her vast Jewish population would pre-eminently fit her to protect Palestine.

Her position between India and Europe would remove all British objections to the necessary irrigation and railway developments of these regions.

Moreover, says the *Round Table*, she has the capital for these works, while Great Britain would be hard pressed to find enough for the vast territories she already controls.

If America undertook this task, she could do more for the reconstruction of Russia from the Black Sea than from the Pacific alone.

#### THE NAVY OF 1925.

WASHINGTON, December 14th.

Addressing the Naval Committee of the House of Representatives, Admiral Badger, of the General Board of the Navy, urged the granting of appropriations sufficient to make the American Navy, in 1925, as large as any other.

He declared that if America had fought the present war alone her lack of ships would have proved fatal.

America would pay Great Britain £10 for every American soldier transported overseas in British ships.

#### SOUTH AFRICA AND THE GERMANS.

##### REPATRIATION OF ALIEN ENEMIES DEMANDED.

MARITZBURG, December 12th.

A crowded and very enthusiastic meeting passed a resolution demanding the repatriation of the interned enemies, punishment for ill-treatment of Allied war prisoners, and the retention of the ex-German colonies.

KIMBERLEY, December 12th.

A mass meeting passed a resolution requesting the Imperial Government to demand the punishment of all persons, from the highest to the lowest, who were responsible for the inhuman treatment to Allied prisoners. The meeting also demanded that the Union Government should repatriate all interned enemies.

#### PRESIDENT OF PORTUGAL ASSASSINATED.

##### INFURIATED CROWD LYNCHES MURDERER.

LISBON, December 15th.

The President, Dr. Sidonio Pais, was assassinated at midnight, while going to a railway station on his way to Oporto. Three revolver bullets hit Dr. Pais.

The infuriated crowd lynched the assassin. Dr. Pais died at an ambulance station. [Dr. Pais who was the leader of the revolution of December, 1917, was elected President in April, 1918. He was at one time Professor of Mathematics at the University of Coimbra, and some years later, was Portuguese Minister at Berlin.]

#### PROVISIONAL GOVERNMENT FORMED.

LONDON, December 16th.

His Majesty's deep regrets at the assassination of Dr. Pais have been conveyed to the Portuguese Legation.

The Legation has announced that a Provisional Government has been formed under the presidency of Senhor Castro, Minister of Marine and Foreign Affairs. Parliament is meeting on December 16th.

#### GERMAN AFFAIRS.

##### IMPERIAL CONFERENCE OF SOVIETS.

AMSTERDAM, December 15th.

A telegram from Berlin states that the Workers' Councils in Berlin have elected seven Majority Socialists, five Independents and one Intellectual as delegates to the Imperial Conference of Soviets.

The Soldiers' Councils in Berlin have elected four Majority Socialists and two Independents, and are unanimously protesting against the summoning of the Reichstag as treason, and demanding that the President of the Reichstag be called to account.

##### GERMANY AND THE EX-KAISER.

COPENHAGEN, December 15th.

M. Høve, interviewed by the *Politiken's* correspondent, said that the German Government had taken no decision regarding the extradition of the Kaiser.

He contended that the Government was powerful and able to maintain order; therefore they were entitled to recognition by the *Entente*.

##### GERMANY POWERLESS TO TAKE UP ARMS.

He repudiated the idea prevalent in France that Germany is still capable of taking up arms.

#### HERR LEDEBOUR DISAGREES.

AMSTERDAM, December 15th.

A telegram from Geneva states that Herr Ledebour has withdrawn from the Independent Socialist Party, owing to his disagreeing with the Party's attitude toward the German Cabinet.

##### A SECRET CROWN COUNCIL AT POTSDAM?

AMSTERDAM, December 15th.

A telegram from Berlin states that Herr Haase has stated that secret documents in the German Foreign Office do not confirm the existence of a secret Crown Council at Potsdam.

The first portion of the documents dealing with the events up to the German invasion of Belgium will be published shortly.

##### NEW SEAMEN'S COUNCIL AT HAMBURG.

COPENHAGEN, December 15th.

A new Seamen's Council has been formed in Hamburg. It demands the control of the entire Mercantile Fleet, and threatens to sink every ship unless all its demands are met.

Further rioting is reported at Hamburg owing to the refusal of the British to negotiate with the Seamen's Council.

#### GENERAL SMUTS RESIGNS.

##### A "DAILY EXPRESS" STATEMENT.

LONDON, December 16th.

The *Daily Express* states that General Smuts has resigned from the War Cabinet because the war is ended.

General Smuts was offered and declined the Palestine Command before Sir Edmund Allenby.

#### THE GENERAL ELECTION.

##### WOMEN'S AND SOLDIERS' VOTE.

LONDON, December 16th.

Apart from the strength of the women's vote, the uncertainty of the soldiers' vote makes it impossible to forecast individual results.

The soldiers of Britain polled strongly. The returning officers received sacks of ballot papers from camps prior to Dec. 14th and the soldiers still have a few days to vote, hence the candidates' most assured of local triumph admit that the soldiers may upset their calculations.

The proxy voting on December 14th on behalf of sailors and soldiers abroad is apparently a failure.

#### THE PEACE CONFERENCE. JAPAN'S REPRESENTATIVES.

TOKYO, December 15th.

The Japanese Delegates to the Peace Conference have started for Paris via San Francisco.

#### BRITISH DELEGATES.

LONDON, December 16th.

It is expected that Mr. Lloyd George, Mr. Bonar Law, Mr. Balfour and other Ministers will go to Paris on December 21st.

The Peace Conference will probably open at Versailles on January 1st.

#### FRENCH REPRESENTATIVES FORECASTED.

PARIS, December 16th.

M. Marcel Hatin forecasts that the French plenipotentiaries at the Peace Conference will be M. Clemenceau, M. Pichon, Marshal Foch, M. Leon Bourgeois, who is a specialist regarding the League of Nations, also M. Tardieu of the Commission for Franco-American relations.

#### AERIAL PROGRESS.

##### COMING WONDERS IN THE AIR.

LONDON, December 12th.

The Civil Aerial Transport Committee states that in the immediate future the commercial airship will offer great advantages over the aeroplane, particularly concerning passengers, where comfort, ease of navigation and safety are vital considerations.

Airships now exist with a range of over 4,000 miles at a speed of 78 miles per hour, but, by running engines slower, the maximum range is 8,000 miles.

Under the first speed, Cape Town is today aerially only over three days from Southampton, while this ship could fly the Atlantic passage and return without a stop.

The Committee points out that in the future the airship will soon develop a speed of 100 miles per hour and will be fitted with ample salons and state-rooms, with a lift to the roof garden. These will be able to remain in the air for over a week.

##### AEROPLANE FLIGHT TO INDIA.

PARIS, December 16th.

A Havas message says:—The British aeroplane which left Ipswich on a flight to Karachi, India, arrived at Le Bourget yesterday.

The journey may be made in seven stages.

#### KARACHI REACHED.

LONDON, December 12th.

Major-General Salmon has arrived in Karachi from Cairo, by Handley Page aeroplane, to confer with the Indian Government upon the establishment of an aerial service to India.

The aeroplane employed flew from England to Egypt, thence via Cairo to Baghdad. The journey from Cairo to Karachi, 2,548 miles, occupied 36 hours of actual flying time.

Major-General Salmon is General Officer Commanding the Royal Air Force in the Middle East.

He will continue his flight to Delhi, which he is undertaking in the ordinary course of his aerial duty. He does not attempt to break records.

##### THE EX-AUSTRIAN EMPEROR FROM KING TO CANDIDATE.

COPENHAGEN, December 16th.

A telegram from Vienna says that ex-Emperor Karl intends to be a candidate at the forthcoming elections for the Austrian National Assembly.

##### DEMOCRATIC CABINET IN BULGARIA.

RUSSIA, December 17th.

A new Democratic Cabinet has been formed, with M. Theodoroff as Premier and Foreign Minister, including a Civilian War Minister, which is an important Democratic innovation.

##### THE ARMISTICE. BRITISH WARNING.

COPENHAGEN, December 16th.

A telegram from Kiel states that it is reported that Admiral Browning has intimated that Germany must be prepared for the British occupation of Heligoland unless the naval terms of the Armistice are carried out.

#### GERMANY TRYING TO INCREASE ALLIES DIFFICULTIES.

LONDON, December 12th.

According to *Le Matin* the German Delegates at Treves asked not only for an extension of the Armistice, but for an extension of the area occupied by the Allies in order to "assist the German authorities."

The Allies refused the latter request, which, it is pointed out, was intended to induce the Allies to embark on a much wider military scheme with resulting complications and difficulties.

##### ALLIES WILL NOT OCCUPY GERMANY.

The *Echo de Paris* utters a warning against the German assertions that the Allies contemplate occupying the whole of Germany.

It points out that the German Government would have much to gain from the difficulties which would result for the Allies.

##### FRENCH DEMOBILISATION OVER A MILLION BY FEBRUARY.

PARIS, December 15th.

A Havas message says:—The Under Secretary for Demobilisation stated that 1,200,000 men would be sent home before February.

#### OBITUARY.

##### LORD EDWARD CECIL.

LONDON, December 16th.

The death is announced of Lord Edward Cecil.

[Lord Edward Cecil, K.C.M.G., D.S.O., was Financial Advisor to the Egyptian Government in 1912. He served with the Dongola Expeditionary Force, and, after accompanying a special mission to King Monkh of Abyssinia, served through the Egyptian campaign of 1918 and the Boer War in 1900. For some time he held the appointment of Under Secretary of War and Under Secretary of Finance.]

##### BELGIUM AND HOLLAND. A VEILED THREAT TO THE DUTCH.

BRUSSELS, December 16th.

The Belgian Government has notified Holland that war material, provisions and military workers from France and England would be brought to Belgium via the Scheldt. They say that Holland cannot object in view of the Dutch permission to the retreating Germans to traverse Limburg.

##### DISTRESS IN INDIA. GOVERNMENT TAKING RELIEF MEASURES.

DELHI, December 12th.

In a speech, the Viceroy stated that scarcity and distress were anticipated in many areas in India. The Government were taking relief measures.

##### THE TURKISH ARMISTICE. SAID PASHA TO SURRENDER.

LONDON, December 13th.

Reuter learns that Said Pasha, commander of the Turkish troops operating in the Aden Hinterland, and his Staff, are surrendering.

##### DANISH NAVAL DISASTER. TORPEDO-BOAT STRIKES A MINE.

STOCKHOLM, December 15th.

A Danish torpedo-boat struck a mine. Seven were killed and four wounded.

##### AMERICA'S CORN YIELD. SMALLEST FOR FIVE YEARS.

NEW YORK, December 13th.

It is officially announced that the corn yield is the smallest for the last five years.

#### EARLIER CABLES.

#### WAR HISTORY.

##### HOW GERMANY BULLIED AUSTRIA.

NEW YORK, December 12th.

An Associated Press Correspondent interviewed Count Czernin at Vienna when Count Czernin said that Austria in 1917 had made desperate efforts to get out of the war even to the extent of offering Galicia, the richest coal and oil province of the Empire, to Germany, if the latter would surrender Alsace Lorraine, but Germany rejected this proposal.

General von Ludendorff was even willing to declare war against Austria, if the latter made a separate peace.

#### THE SILVER MARKET.

LONDON, December 12th.

Montagu's report states that the tone of the silver market is good. There was a fall in the price of 5/10th of a penny since December 6th, due to the reduction in the rate of insurance from America.

An Order-in-Council removes the embargo on the export of articles wholly or partly composed of silver. This will doubtless tend to increase the demand for silver in England.

#### "FREEDOM OF THE SEAS." LEARNED DISSERTATION BY VISCOUNT GREY.

LONDON, December 17th.

Viscount Grey, speaking at Dowbury, said he saw no reason whatever why the naval policies of the United States and Great Britain should not be comparatively easy, provided the people on both sides were perfectly frank and did not allow misunderstandings to grow up regarding what each meant.

A question closely connected was the question of the freedom of the seas, which was not a German but an American phrase. The Germans adopted it and used it for their own purposes in a sense and with an intention to which we could never have agreed. Hence its unpopularity. There was no need to anticipate any difficulty about an agreement regarding its meaning until President Wilson came to discuss it with our Government.

Viscount Grey, continuing, said: If it meant the freedom of the seas in peace-time, we agreed.

The United States had some rule forbidding foreign ships to carry goods between the United States and the Philippines. Some other countries had a similar rule. We never had such a rule. We ought to receive a little more recognition than we do, for the fact is we never used the British Naval power in peace time to make the use of the seas easier for ourselves without making it simultaneously easier for others on the same terms.

If it was a question of the freedom of the seas in war time, Viscount Grey pointed out that the United States co-operated in making the blockade complete, and without such co-operation we might have lost the war.

#### LATER.

It was impossible that the United States should now take up the line that if we had again to deal with Germany the blockade cannot be allowed. That would stultify everything done in this war. It was an insult to suggest that the United States would, in the future, advocate any course inconsistent with the complete blockade of an offending power.

Probably President Wilson's idea was that the freedom of the seas should be secured for any nation observing the convention of the League of Nations, and denied to any nation breaking that covenant. If so, then the League of Nations was the solution of the whole question.

#### FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE "CHUNG NGOI SAN PO.")

##### THE FORCES IN THE TWO KWANGS.

Shum Chan-huen has reported to the Peking Government that there are five divisions, or 174 regiments, of troops in Kwangtung, and Luk Wing-ting has reported that there are three divisions, or 146 regiments, in Kwangsi.

#### SZCHUEN AND TIBET.

An armistice has been signed between Szchuen and Tibet for one year.

##### THE ALLIES AND THE CHINESE PEACE CONFERENCE.

The Allied Ministers will depute the Allied Consuls in the place where the Chinese Peace Conference is held to watch the negotiations.

#### PRO-GERMANS DEPART.

The Dutch and Danish Ministers have left Peking for home.

#### CANTON NEWS.

(BY COURTESY OF THE "CHUNG NGOI SAN PO.")

CANTON, December 17th.

A merchant has requested the Military Government to allow him to construct a railway between Canton and Macao. He states that he has formed a syndicate with a capital of two million dollars. He has been directed to comply with the preliminary regulations of the Chinese and Portuguese authorities.

The construction of the railway between Yeung-kong and Yan-ping, which was commenced some months ago, is being interrupted by the Sanning Railway Company on the ground that it adversely affects their line. The magistrates of the Sanning and Yan-ping districts have been requested to mediate in the matter.

Business is very dull indeed, and it is feared that a large number of shops will be driven to bankruptcy.

#### REINSTATEMENT OF BANK-NOTES.

The Civil Governor called a number of the principal merchants to his office yesterday to consult them as to the best means of reinstating the bank-notes. It was decided to form a syndicate, with a capital of two million dollars to buy up the notes at a discount, and then put them to the market at their face value. It is said that one million dollars were raised at the meeting, and the Governor has ordered another meeting to be held on Friday.



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## "SHELL" TRANSPORT AND TRADING CO. CONTINUED PROSPERITY.

The annual general meeting of the members of the "Shell" Transport and Trading Company, Limited was held at Winchester House, Old Broad-street, E.C., on October 24th, Sir Marcus Samuel, Bt. (the chairman), presiding.

The Chairman said: Ladies and Gentlemen. In presenting to you the profit and loss account and balance-sheet of this company for the year ended December 31st, 1917, I propose to deal, first, with the figures upon the debit side.

The item of interest on loans, £95,870 3s. 1d. arose almost entirely from the debt by the Anglo-Saxon Petroleum Co., Ltd., for interest due to them on the loan they had made us in connection with the purchase of the shares in the "Shell" Company of California. I am sure you will be glad to know that the realisation of certain of our assets by sale to the Bataafsche Petroleum Maatschappij has enabled us to discharge this debt, and consequently this debit will not appear in future balance-sheets.

The depreciation on investments has again required £19,277 10s. because it has been our practice to write off as depreciation the fall in the market value of securities as shown at December 31st, whilst we never write up any recovered depreciation. In consequence of this sound policy, a revaluation of our investments at the present time would show a large margin on the right side. (Hear, hear.)

Unclaimed dividends, as at December 31st amounted to £279,686 10s., but we sincerely hope that the deliverance of France and Belgium from the German yoke will enable the unfortunate shareholders in those countries to obtain these arrears. Nothing will give us greater pleasure than to make the payment to them. (Hear, hear.)

Dividends during the year (involving an additional 914,659 Ordinary shares as compared with the previous year) absorbed £1,849,410 17s. 6d. against £1,529,013 14s. in 1916, whilst we carry forward, subject to provision for excess profits tax, £1,239,032 0s. 2d. (Cheers.)

### THE YEAR'S REVENUE.

Turning to the credit side, we derived £119,093 18s. 10d. from interest during the year, whilst dividends from sundry companies and other credits, less debits, gave us £2,653,538 8s. 7d. as against £1,613,784 8s. 6d. in the previous year. These were not all trading profits. A sum of £234,751 18s. 8d. was derived from profit on the sale of certain assets, namely, our holdings in Russian companies which were sold to the Bataafsche Petroleum Maatschappij. Such an item is not likely to recur during the current year. Necessarily, no dividends were received from any of the companies situated in Russia and Roumania from which we derived income in 1916. I am sanguine enough to anticipate that given a return to normal conditions in Russia and Roumania, we may again anticipate some returns from those countries. (Hear, hear.)

You will observe that no less than £2,531,000 of our investments consist of National War Securities, your directors deeming it their duty to assist the finance of the war to the utmost of their power. (Hear, hear.)

In the report which has been circulated to you, you will have noticed that, since 1907, the Bataafsche Petroleum Maatschappij and the Anglo-Saxon Petroleum Co., Ltd., have written off for depreciation £11,593,583 (hear, hear)—whilst the fire and marine insurance fund of the Bataafsche Petroleum Maatschappij now amounts to £2,299,696, and the war risk insurance fund stands at £917,000. I addressed you so recently upon the general aspect of your business that there is very little to add on the present occasion. Our relations with the Burma Oil Company continue on the most cordial footing, and by co-ordinating our resources we have been able to assist national aims. (Hear, hear.)

It will be of interest to you to know that we produce no less than 80,000 tons of paraffin wax per annum, of which a very large proportion is in the shape of candles manufactured in factories spread throughout the world. The high quality of wax produced in the East Indies makes ideal candles, so that the reputation of "Shell" candles has become firmly established. Indeed, under present circumstances the demand exceeds the supply.

This brings me to another side of the question. I have to inform you that the petrol now delivered by us on behalf of the Pool Board is not "Shell" spirit, of which, under present conditions, none is available for the British public. This is an object lesson which I am quite certain will be appreciated when the happy day arrives at which "Shell" can be obtained again.

The magnitude of this business, and particularly its British character, will be more fully realised when I tell you that from our companies throughout the world no less than 1,000 of the men of the staffs have now joined the British Army and that of the United States, including a contingent of 100 men from our Australian Colonies.

### DIVIDEND PROSPECTS.

For many years it has been my pleasant task to assure you of the continued prosperity of the business. (Hear, hear.) I am permitted to tell you that the profits for 1918 promise largely to exceed those which I have expounded to you (hear, hear) but I must repeat what I have already stated, that the burdens of taxation are now so great and so constantly increasing in all countries as to render it improbable that any much greater sum than that distributed during the current year will be available for dividend purposes. Nevertheless, the great growth in the use of all petroleum products leads us to hope that after the war, when we recover our full liberty of producing, shipping, and marketing (which is trammelled in a thousand ways during the war), our shareholders will reap in full measure the reward of their enterprise and industry. I formally move the adoption of the report and accounts. (Cheers.)

Mr. H. W. A. Deterding: I beg to second the resolution.

The motion was at once unanimously agreed to.

### APPROPRIATION OF DIRECTORS.

Sir Fortescue Flannery, Bt., M.P.: This meeting is rather later than usual; we generally have our meeting in the autumn, but we understand that the reason for the delay was the difficulty in getting arrangements fixed with the Government auditors and people of that kind. The delay, however, has not been to the disadvantage of the shareholders, for what is the position in which we find ourselves? We have the number of our shares largely increased, yet, extraordinary to say, the public appreciation of the value of those shares, as shown by the Stock Exchange quotations, has not been seriously affected, and therefore more or less these shares are a free gift and an increase of the wealth of each individual shareholder. We are all glad that that should be so, and I feel that we should like to express that in our thanks to the board of directors. (Hear, hear.)

### INCREASED USES OF OIL.

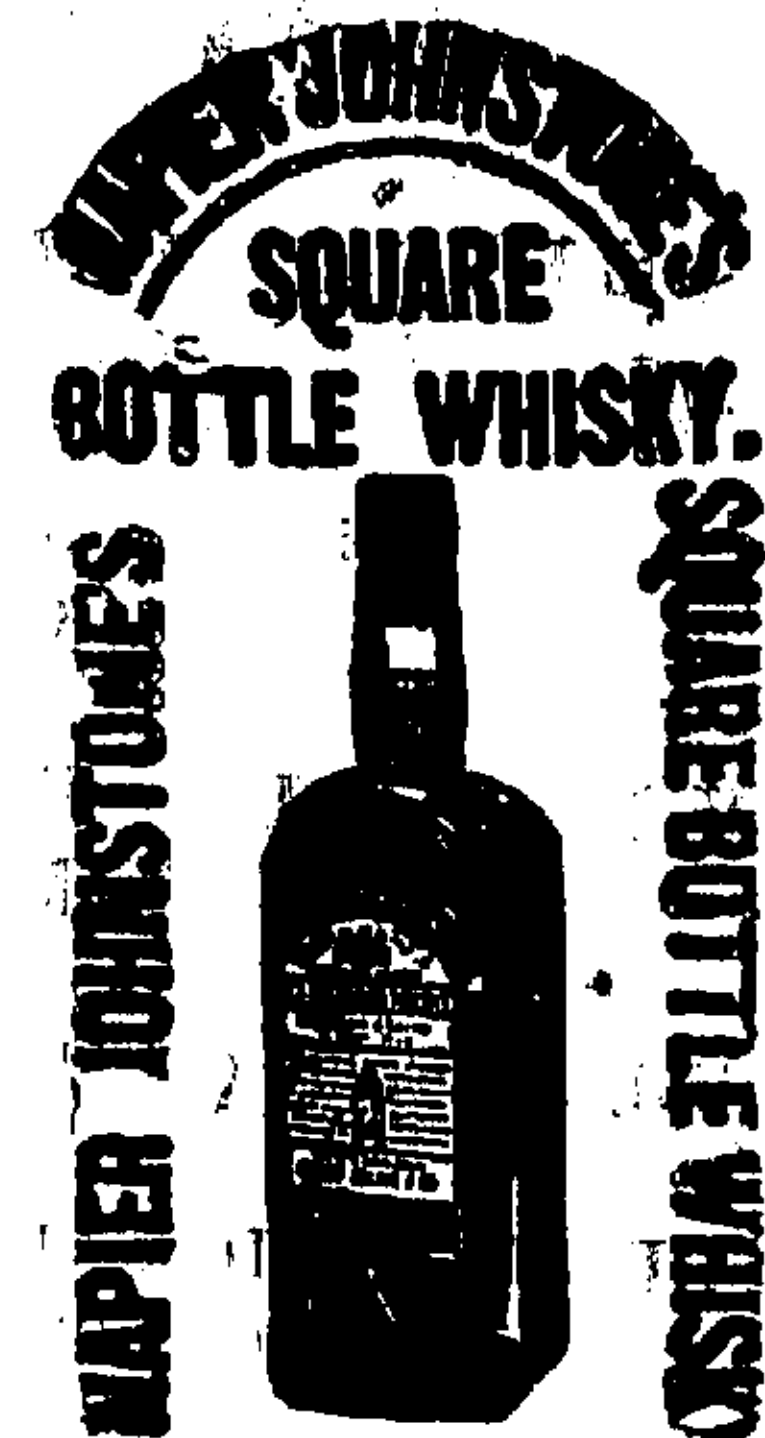
I feel certain that the use of oil for the purpose of every kind of production of power, and particularly at sea, will increase by leaps and bounds. Our American cousins have shown that they think so, for within the last few days no fewer than thirty-six new ships have been ordered to be built in American which will be propelled by oil engines as distinguished from coal engines. That is the future largely pioneered by this company and by a sister company which was promoted by our chairman. It is becoming recognised by shipowners that oil engines for propulsion are the machinery of the future for navigation, and therefore, looking at that point and various other points, I feel quite hopeful that the value of our shares will be maintained by the continued and even increased prosperity of the oil trade, and particularly of the Shell Company. Therefore, Sir, I ask your leave to move, on behalf of all my fellow-shareholders that the very cordial thanks of this meeting be given to the chairman and the board of directors for their successful efforts in the interests of the company. (Cheers.)

The vote was unanimously accorded, and after the Chairman had replied, the proceedings terminated.

### A NEW CHINESE LOAN.

Underwriting arrangements were made in London on October 6th (says *The Times*), in connection with an issue of exceptional interest. China, which has not appeared in this market as a borrower since 1913, is raising a loan of £800,000. The terms of the issue are quite novel. The bonds will bear 8 per cent. interest, and the price of issue will be 105. Redemption will be effected by annual drawings at par during the last five years of the currency of the loan. The yield on the loan, allowing for the loss on redemption, is approximately 8½ per cent., a rate which, of course, is very attractive when compared with the yields obtainable on the existing Chinese Loans. Not the least interesting feature connected with the loan is that it has been negotiated, we understand, through Mr. Birch Crisp. This circumstance will revive memories of the occasion when, despite the opposition of very powerful interests in the City, and the discouragement of the Foreign Office, Mr. Crisp successfully floated a loan for China independently of the great houses usually associated with Chinese finance. Needless to say, the forthcoming issue is being made under the sanction of both the Foreign Office and the Treasury.

## CUTLER PALMER & CO'S.



SOLE AGENTS IN HONGKONG AND SOUTH CHINA  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## REMY MARTIN & CO.,

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SOLE AGENTS  
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Queen's Buildings,  
Phone 450.



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D. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS. Invaluable for diseases of these important organs. Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 2s. leading Chemists, or post free. Dr. LE CLERC, MED. CO., HATFIELD, ROAD, N.W., LONDON, ENGLAND. DEPOTS: PARIS, 12, RUE CASTELLON; NEW YORK, 90, BRYKMAN STREET; TORONTO, LYMAN, LTD.; AUSTRIALIA, ELLIOTT BROS.; SYDNEY and Brisbane, New Zealand, DRUG CO., LTD., Auckland, Christchurch, Dunedin, Wellington; India, B. K. PAUL & Co., Calcutta.

(3075)

## "ASAHI BEER."



SOLE AGENTS

MITSU BUSSAN KAISHA.

## HORLICK'S MALTED MILK

Pure full-cream milk, enriched with choice malted barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.



A refreshing and sustaining beverage, ready in an instant by the addition of hot or cold water only. No cooking. Nourishing and convenient.

SOLD BY ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK COMPANY,  
SLOUGH, BUCKS., ENGLAND.



Make sure of getting early delivery of a Post War Model by sending your enquiry to:-

THE STANDARD MOTOR CO. (LTD.), 10, Abchurch Lane, LONDON, E.C. 4.

AMERICA'S  
LEADING  
MOTORCYCLE

# Indian

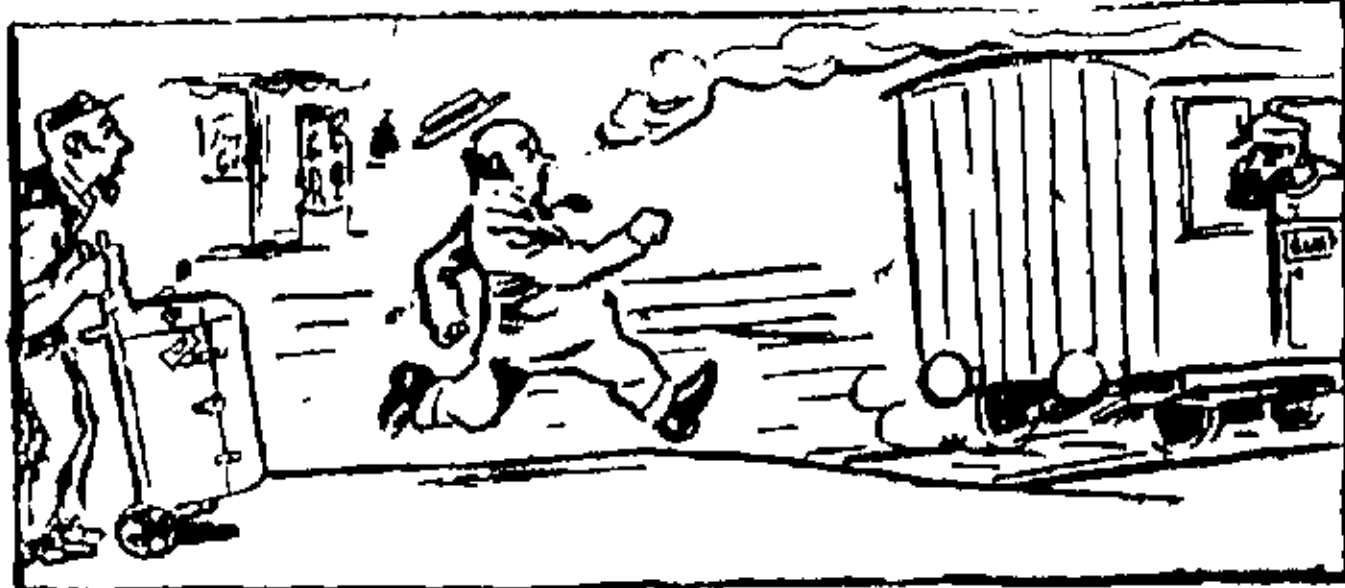
"Count the Indians on the road"

We have just received a shipment of 1918 BIG TWINS with Electric equipment. Price has been reduced to \$580—the lowest it has ever been. Later shipments will be higher in price. Next year's Indian will be exactly the same as the 1918 model.

ALEX. ROSS & Co.,  
4, Des Vaux Road Central,  
Telephone 2487.



## HURRY UP



HE missed the train through putting off to the last minute. Don't you miss the WAR BOND DRAWING through the same cause.

Going for a home trip, are you? Well, any of the first six prizes will ensure a most enjoyable one.

The winning number may be a high one. Buy it before another gets it.

If all the tickets are sold one prize alone will be about £4,000. It's worth an effort.

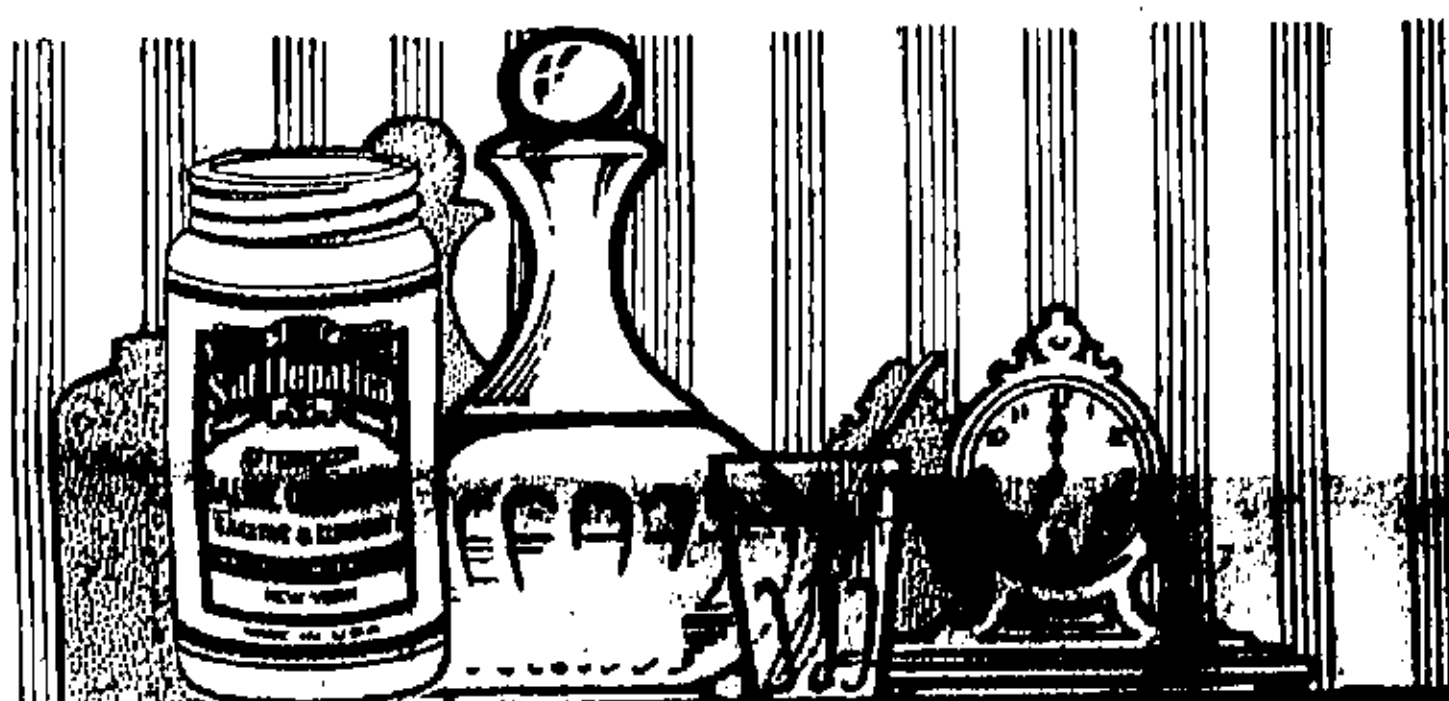
The last winning number was 11,820. The next one might be 40,000. You'd be sorry if you just missed it.

Celebrate Victory. Buy another ticket; you'll never see another Victory like it.

## BUY ST. ANDREW'S SOCIETY WAR BOND DRAWING TICKETS and BUY NOW

\$5 a ticket. On Sale at all Banks, Hotels, Clubs & Stores.

[1205]



## On Arising

A little Sal Hepatica taken the first thing in the morning has proved with millions of people practically a specific for sluggish bowels and other intestinal ailments. Mild and palatable, Sal Hepatica can be taken freely by every one, and is always effective.

[1202]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.,  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

## "POLYPHEMUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 14th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st December will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th January, or they will not be recognized.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, December 14th, 1918.

[2004]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamer

## "KWAIRANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th inst. at Noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., General Managers.

Hongkong, December 11th, 1918. [2785]

## THE NEW FRENCH REMEDY

THE RAPID CURE  
FOR  
GOUT, GRAVEL, RHEUMATISM,  
AND ALL AFFECTIONS OF THE  
URINARY SYSTEM.

SOLE AGENTS: BUTTERFIELD & SWIRE,  
10, ROYAL LANCET BUILDINGS, 10, R. S. LONDON.  
See Chinese and English Editions of "The French Remedy" in our  
List. Govt. Stamp Applied to Genuine Packages. [2074]

## OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]  
ENGLAND AND THE GERMAN  
PEACE NOTE.

LONDON, October 21st.

I have often wondered while reading history what were the feelings of people who lived through periods when great events were taking place. Did they "rise to the height of this great argument," as Milton says, and realise that they were spectators of a drama that would be talked about so long as the world endures? Probably they did nothing of the kind. It is more likely that they discussed the ordinary affairs of life more or less as usual. At any rate that is what most of us are doing now, the German Peace Note notwithstanding.

Everyone ought, of course, to be in a perfect fever of excitement over the enemy's acceptance of President Wilson's famous 14 points; but truth compels the admission that everyone is quite calm and critical. Yet the correspondence is destined to live for ever in human annals because it marks the beginning of the end of the Great War. It is the first real proof we have had that the Germans admit they cannot win the struggle for world power. The Note from Berlin is an acknowledgment that the game is up, and that the best and only thing to do is to make the best terms possible.

THE NEWS IN LONDON.

The news that the Germans had accepted the President's terms was received here officially at noon, and became public property about nine o'clock. It was then too late for the evening papers, but it was announced in the theatres and music-halls, where the audiences in nearly every case rose and sang the National Anthem. In the streets people exchanged views on the situation. The inevitable had happened at last, it was said. The Huns were beaten and had sued for peace. Naturally there was great delight. But there was no cheering, no undue elation, no wild excitement. On the contrary there was a lurking suspicion that the Huns were playing a trick on the Allies for we have learned to know our Hun!

MADNESS OF MILITARISM.

There have been many surprises in the course of the war in the way of atrocities, but nothing the Germans have done since the sinking of the *Lusitania* has surprised the country more than the sinking of the Irish packet boat, *Leinster*, and the Japanese liner, *Hirano Maru*, at the very moment that Berlin had opened up the question of peace. The olive branch is held out with one hand, as it were, while the other is used to fire a torpedo to murder women and children. This cannot be explained along the lines of logic and reason. In default of any better explanation it is to be supposed that the German militarists have so soaked their minds with the gospel that "Might is Right" that they still believe force is the only thing that matters, and that force must prevail. Militarism on the German pattern is lunacy, a kind of dementia in respect of which it can be truly said that those whom the gods wish to destroy they first make mad.

THE WAY OF THE TRANSGRESSOR.

It is one of the penalties that the German nation—and no doubt individual Germans—will have to suffer for many a year that no man will accept their word or even their oath. It was made apparent to them as soon as they wanted to talk of peace. As a condition precedent to any discussion they have been required to give iron guarantees of good faith. The Kaiser and his satellites might offer to go down on their knees and swear they meant what they said, yet no Government in the world would accept their assurance.

The unkindest cut of all was President Wilson's inquiry whether the German Chancellor, in asking for an armistice spoke for the German people or for those who have hitherto conducted the war? The Chancellor replied that he represented the Reichstag, which represented the people. But this is the same Parliament that once before passed a resolution in favour of a peace "without annexations and indemnities," and shortly afterwards at Brest, when the Russians had been coerced, tore up the precious resolution and applauded the Government for carving whole provinces out of Russia and at the same time exacting tremendous indemnities in cash and kind.

UNLITTY TO OUR PRISONERS.

The country is simply appalled at the report of Mr. Justice Younger's Committee on the barbarities inflicted on British prisoners of war in the hands of the Huns. Nothing has touched the imagination of the average man more than the phrase of a German officer addressing helpless captives at Marchiennes on March 22nd. "We will break

your brave English hearts to-morrow."

It is a phrase which lays bare the murderous soul of the Hun. The record is the most terrible indictment ever printed. One direct result of the evidence is to redouble the demand from all quarters here that the authors of these monstrous cruelties should be held personally responsible and made to expiate their crimes as soon as we can get hold of them. "They must be delivered up to justice," is the verdict of the public.

UNDER THE GERMAN YOK.

No man or woman can read without emotion of the deliverance of French and Belgian towns after four years of tyranny and hapless misery under the heel of the brutal Hun. The *Morning Post* gives a moving story of human tragedy in Lille, the Manchester of France, by "A Recently Escaped Citizen."

All through the German occupation well-known and highly esteemed inhabitants were held as hostages and made responsible with their lives for the good behaviour of their fellow-citizens. Daily were to be seen the names of victims for petty offences (chalked up on "The Board of Death" outside the Town Hall) to be shot without trial the following day. But the favourite method of the oppressor was a house-to-house search. Any pretext was good enough; and it can be imagined what happened to the female population under this tyranny. The worst crime of all was the seizure of some 20,000 women and girls, taken from their homes indiscriminately as the Hun officers passed along the street. The women of gentle birth, the women of the working classes, the women of the town were herded together and transported into slavery in Germany. This outrage stands out as one of the crimes of world-history, and will never be forgotten or forgiven in France.

The question is asked what would have been our fate if the Huns had not the British Fleet to deal with, and if, landing here, they had been able to work their will on the hated English.

FOOLISH OPTIMISM.

Some of our super-optimists propound the query, "Will our boys be home by Christmas?" The answer of course is emphatically "No!" Only very foolish people can frame this kind of question. It does not occur to them that it will take probably a couple of years after peace is obtained to transport the British Armies and material from France, to say nothing of 100,000 Territorials in India on garrison duty, and hundreds of thousands in other lands overseas, including Mesopotamia, Egypt, Palestine and East Africa.

Some idea of what is likely to happen may be gathered by recalling the Franco-German war of 1870-71. The Germans remained in France for two years and a half after the end of the war in February, 1871, the final date of their departure being September 1873, when the last instalment of 200 millions sterling had been paid as indemnity by France. Consider what the claims will be on Germany by the nations she has wronged in the world war, and — But the suggesting is sufficient.

WHAT WE FOUGHT FOR.

It is noteworthy that in all recent writings about the war you will find no reference to it as a great adventure—the note that was struck by so many authors in the early days of the struggle. There is no glamour or glory in modern war.

When the man who never knows it kills a man he never sees,  
And the women mourn in silence for their dead.

I heard a veteran the other day describe war under modern conditions as "hell all the time." The same idea is expressed in some verses recently published from the pen of one of our soldier-poets, supposed to be addressed to a child with wooden sword and toy gun marching up and down the hearthrug:

Since men are neither good nor wise, such things as these must be,  
And sure it is to see the matter through,  
That the world may be a clearer place in  
nineteen-thirty-three.  
For decent little soldier-men like you.

There you have in a few lines the reason why the Boche must be rendered powerless for evil both in the present and the future.—H.B.

THE SALE OF THE "CHRONICLE."

The fact that the sale of the *Daily Chronicle* has been the subject of a debate in Parliament is being criticised, the argument being that it is outside the province of the House of Commons to discuss the sale and transfer of newspapers. But on the other hand as the Government now controls paper supply so that it is a monopoly it is of moment that the House should desire to know something of the manner in which newspaper news from one interest to another. The *Westminster Gazette* rightly says a situation might conceivably arise by which a party, or parties, in the House of Commons, would be deprived of all means of presenting its case to the country, because all great organs of opinion had been bought up by rival parties. Besides, politics apart, it is obviously not good for the country that the control of the great papers should be in the hands of a few individuals. We have had some experience of that already.

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JAVA, CHINA AND JAPAN.

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|---------------|-----------------|----------------------|------------------------|----------|
| TIJIPANAS ... | JAVA            | 22nd Dec.            | —                      | —        |
| TJILIWONG ... | KOBE            | 23rd Dec.            | 22nd Dec.              | MACASSAR |
| TJIKINI ...   | AMOY            | 26th Dec.            | 26th Dec.              | BATAVIA  |
| TJIMANOEK ... | AMOY            | 28th Dec.            | 31st Dec.              | BATAVIA  |
| TJILATJAP ... | JAVA & MACASSAR | 4th Jan.             | —                      | —        |

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 1574.

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NETH, INDIA, MANILA, HONGKONG &amp; SAN FRANCISCO

S.S. "BILLITON" ... On December 22nd.

The Steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers.

All Steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

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and Des Vaux Road, HONGKONG.)

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[2046]

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

THE COMPANY'S CHARTERED STEAMER

## "KEY WEST"

Will be despatched for SINGAPORE on or about the 23rd  
DECEMBER.

For Freight and further information apply to—

J. H. WALLACE,

General Agent.

[2702]



## SHIPPING NEWS

## ARRIVALS.

December 16th

*Atsuta Maru*, Japanese str., 2,176 tons, Capt. Ito, from Fremantle and Sourabaya, with a cargo of sandal wood.

*Haru Maru*, Japanese str., 1,088 tons, Capt. Masamoto, from Chung Wan, with a cargo of coal.

*Matsunaga Maru*, Japanese str., 1,890 tons, Capt. Owa, from Kobe, with a general cargo.

*Yamashita Maru*, Japanese str., 603 tons, Capt. Hansen, from Saigon, with a cargo of rice.

December 17th

*Chang Yu*, Chinese str., 558 tons, Capt. Weatherhead, from Haiphong, with a cargo of rice.

*Chuan Maru*, Japanese str., 1,230 tons, Capt. Fujita, from Sumatrag, with a cargo of sugar.

*Dejager*, Norwegian str., 1,102 tons, Capt. Horth, from Java, with a cargo of sugar.

*Hanabusa Maru*, Japanese str., 1,867 tons, Capt. Iwata, from Muku, with a cargo of coal.

*Huang Yu*, Chinese str., 607 tons, Capt. Sakurada, from Haiphong, with a cargo of rice.

*Hung Yu*, Chinese str., 292 tons, Capt. Noda, from Haiphong, with a general cargo.

*Nippon*, British str., 3,334 tons, Capt. Salmon, from Shanghai, with a general cargo.

*Senator*, American str., 1,450 tons, Capt. Capitelli, from Tegul, Java, with a cargo of sugar.

*Shanghai*, Chinese str., 767 tons, Capt. Morimoto, from Dairen, with a cargo of beans.

*Wing Sang*, British str., 1,421 tons, from Shanghai with a general cargo.

## CLEARANCES

December 17th

*Bourbon*, for Saigon.

*Brabant*, for Haiphong.

*Chuan Yu*, for Haiphong.

*Chuan Maru*, for Moji.

*Chuan Maru*, for Victoria.

*Haitan*, for Funchow.

*Hung Yu*, for Haiphong.

*Kwai Sang*, for Calcutta.

*Luchow*, for Bangkok.

*Rotorua*, for Hongkong.

*Seattle Maru*, for Buenos Aires.

*Stentor*, for Singapore.

*Sukong*, for Shanghai.

*Takuma Maru*, for Bangkok.

*Tak Sang*, for Haiphong.

*Telemachus*, for Saigon.

*Wing Hung*, for Kwang Chow Wan.

*Yee Sang*, for Bangkok.

## ASIATIC STEAM NAVIGATION CO., LTD.

## S.S. "NIZAM"

Will be despatched to SINGAPORE, RANGOON and CALCUTTA on or about the 18th December.

For Freight and further information apply to—

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[8778]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

## STEAM FOR STRAITS, OCEAN, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR EAST AND SOUTH AFRICAN PORTS.

**THE Homeward Mail Steamer**, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers accommodation in the connecting vessel, secured before departure from Hongkong.

Bills and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oncarrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to—

E. V. D. PARR, Superintendent.

**APIOLINE**  
(CHAPOTEAUT)



**LADIES**

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tannay, steel Drops and Penny royal.

CHAPOTEAUT, 2, rue Vichieu, Paris.

Sold by all Chemists.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION   | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN       | FOR FREIGHT APPLY TO         | TO BE DESPATCHED           |
|---|----------------|-------------|-------|---------------|------------------------------|----------------------------|
| MARSEILLES  | GANGES MARU    | Jap. str.   | —     | —             | OSAKA SHOSHUN KAISHA         | On 21st inst.              |
| MARSEILLES & LONDON via S'PORE, P'ANG & C.          | MOON           | Brit. str.  | —     | —             | P. & O. S. N. Co.            | About 23rd Feb.            |
| LONDON or LPOOL via S'PORE, PENANG & C.             | KAGA MARU      | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | To-morrow, at 11 a.m.      |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | SHINJO MARU    | Jap. str.   | —     | —             | TOYO KISEN KAISHA            | To-morrow.                 |
| SAN FRANCISCO, &c.                                  | BILLTON        | Dut. str.   | —     | —             | JAVA-CHINA-JAPAN LUN         | On 22nd inst.              |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.             | VEREZUELA      | Am. str.    | —     | —             | PACIFIC MAIL S.S. Co.        | On 21st inst.              |
| VANCOUVER via SHANGHAI, JAPAN, &c.                  | NARINING       | Am. str.    | —     | —             | CHINA MAIL S.S. Co., Ltd.    | On 24th inst.              |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.          | MONTAGLE       | Am. str.    | —     | —             | CANADIAN PACIFIC O.S. Ld.    | On 24th inst.              |
| AUSTRALIAN PORTS via MANILA                         | FUSHIMI MARU   | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | To-day, at 11 a.m.         |
| VAL PARAISSO via JAPAN, HONOLULU, SAN FRANCISCO &c. | MEXICO MARU    | Jap. str.   | —     | —             | OSAKA SHOSHUN KAISHA         | On 24th inst., at 3 p.m.   |
| SHANGHAI, KOBE & YOKOHAMA                           | TAKAO MARU     | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | On 21st inst., at 11 a.m.  |
| SHANGHAI  | NIKKO MARU     | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | To-morrow, at 11 a.m.      |
| SHANGHAI  | TAMBA MARU     | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | To-morrow, at Noon.        |
| SHANGHAI  | SUTTING        | Brit. str.  | —     | —             | BUTTERFIELD & SWIRE          | On 20th inst., at 3 p.m.   |
| SHANGHAI  | KAIPOW         | Brit. str.  | —     | —             | JARDINE, MATHESON & CO. LTD. | On 22nd inst., at D'light. |
| SHANGHAI  | WINGSANG       | Brit. str.  | —     | —             | MESSAGERIES MARITIMES        | About 23rd inst.           |
| SHANGHAI  | NEBA           | Frans. str. | —     | —             | JARDINE, MATHESON & CO. LTD. | On 24th inst., at No. n.   |
| SHANGHAI  | TAIRANG        | Brit. str.  | —     | —             | BUTTERFIELD & SWIRE          | About 29th inst.           |
| SHANGHAI  | SINGAN         | Brit. str.  | —     | —             | P. & O. S. N. Co.            | To-morrow, at Noon.        |
| SHANGHAI  | DILWARA        | Brit. str.  | —     | —             | BUTTERFIELD & SWIRE          | About 18th inst.           |
| SHANGHAI  | BUICKO         | Brit. str.  | —     | —             | OSAKA SHOSHUN KAISHA         | About 23rd inst.           |
| SHANGHAI  | ROSHU MARU     | Jap. str.   | —     | —             | OSAKA SHOSHUN KAISHA         | On 28th inst., at 3 p.m.   |
| SHANGHAI  | JOSHIN MARU    | Jap. str.   | —     | —             | NIIPPON YUSEN KAISHA         | Beginning of Jan.          |
| SHANGHAI  | LUCHOW         | Brit. str.  | —     | —             | BUTTERFIELD & SWIRE          | On 4th Jan.                |
| SHANGHAI  | HAIRONG        | Brit. str.  | 2 h.  | J. W. Evans   | DOUGLAS LAFRAIK & Co.        | About 10th Jan.            |
| SHANGHAI  | HAITAN         | Brit. str.  | 2 h.  | A. E. Hodgins | DOUGLAS LAFRAIK & Co.        | On 25th inst.              |
| SHANGHAI  | VAN CLOON      | Dut. str.   | —     | —             | JAVA-CHINA-JAPAN LUN         | On 29th inst., at Noon.    |
| SHANGHAI  | PAUWANG        | Am. str.    | —     | —             | LOXLEY & Co.                 | On 30th inst.              |
| SHANGHAI  | YUENHANG       | Brit. str.  | —     | —             | JARDINE, MATHESON & CO. LTD. | On 20th inst., at 3 p.m.   |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | JARDINE, MATHESON & CO. LTD. | About 18th inst.           |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | OSAKA SHOSHUN KAISHA         | About 23rd inst.           |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | JARDINE, MATHESON & CO. LTD. | On 28th inst., at 3 p.m.   |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | OSAKA SHOSHUN KAISHA         | Beginning of Jan.          |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | NIIPPON YUSEN KAISHA         | On 4th Jan.                |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | P. & O. S. N. Co.            | About 10th Jan.            |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | JAVA-CHINA-JAPAN LUN         | On 25th inst.              |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | OSAKA SHOSHUN KAISHA         | On 29th inst., at Noon.    |
| SHANGHAI  | NIKKO          | Brit. str.  | —     | —             | JAVA-CHINA-JAPAN LUN         | On 30th inst.              |

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

## STRAITS BURMA COLOMBO INDIA EGYPT, etc.

FOR

## MARSEILLES AND LONDON

VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

| S.S.     | Leave Hongkong about | Due Marseilles about | Due London about |
|----------|----------------------|----------------------|------------------|
| "NORE"   | 23rd February        | 30th March           | 6th April        |
| "NOVARA" | 9th March            | 13th April           | 22nd April       |

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

| S.S.      | Leave Hongkong about | Due Bombay about |
|-----------|----------------------|------------------|
| "DILWARA" | 10th January         | 26th January     |

FOR

## SHANGHAI, MOJI, KOBE, etc.

| S.S.      | Leave Hongkong about | Due Shanghai only |
|-----------|----------------------|-------------------|
| "DILWARA" | 29th December        | to Shanghai only  |

## WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to—  
E. V. D. PARR, Superintendent.  
P. & O. S. N. Co.

## INDO-CHINA S. NAV. CO., LTD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR       | STEAMERS       | TO SAIL                   |
|-----------|----------------|---------------------------|
| MANILA    | YUENHANG       | Fri., 20th Dec. 3 p.m.    |
| SHANGHAI  | "WINGSANG"     | Sun., 22nd Dec. D'light.  |
| SHANGHAI  | TAIRANG        | Tues., 24th Dec. D'light. |
| MANILA    | "LOONGRANG"    | Fri., 27th Dec. 3 p.m.    |
| SINGAPORE | "VAN WAREWILK" | Sat., 28th Dec. 3 a.m.    |

**CALCUTTA LINE**—This Line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "KWAIRANG" and "VITIM." Calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

**SINGAPORE LINE**—The s.s. "VAN WAREWILK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first-class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

**BORNEO LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

**TIENSIN LINE**—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to—  
JARDINE, MATHESON & CO. LTD.,  
Telephone No. 216.

**THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.**



OWNERS OF THE "SHIBE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

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## CANADIAN PACIFIC

## OCEAN SERVICES



## PACIFIC SERVICE.

The Company's steamers, "EMPRESS OF RUSSIA," "EMPRESS OF JAPAN" and "MONTEAGLE," having been released by Government, full service from Hongkong to Vancouver, via usual ports of call, will be resumed in February or March.

Particulars of sailing dates will be published shortly.

For particulars regarding passage fares, callings and reservation of accommodation, also illustrations of ships and descriptive literature apply to—  
P. D. BUTTS, General Agent, Passenger Dept.,  
P. O. Box 755, HONGKONG.

## YAMASHITA KISEN KAISHA

## INCORPORATED IN JAPAN.

## (THE YAMASHITA STEAMSHIP CO., LTD.)

STEAMSHIP OWNERS, BROKERS FOR THE SALE, PURCHASE, CONSTRUCTION AND CHARTERING OF STEAMERS, MARINE INSURANCE BROKERS ETC.

COAL MINE OWNERS ALSO BUNKER COAL CONTRACTORS.

BEST JAPANESE COAL ALWAYS IN STOCK.

HEAD OFFICE—KOBE

BRANCH OFFICES—TOKIO, SINGAPORE, AND TAIHOKU.

AGENTS—LONDON, NEW YORK, SEATTLE, SAN FRANCISCO, SYDNEY, SHANGHAI, TAKAO, KEELUNG AND MOJI.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI, AGENT.

TEL. 2844.

Top Floor, King's Building.

## KUHARA SHOJI KAISHA, LD.

## KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING CO.,

M. HASHIMOTO, General Agent.

Telephone No. 2106.

## WEATHER REPORT.

December 17th, at 12.10.—No returns from Japan and the Philippines. Pressure has decreased slightly at stations to the north of Swatow, and increased slightly elsewhere. The anti-cyclone probably continues to move eastwards and another anti-cyclone is indicated over N. China. Fresh monsoon will prevail along the China coast, and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 101.58 inches, against an average of 82.58 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.  
Hongkong to Gap Rock — { N.E. winds, moderate to fresh; fair.  
Formosa Channel — { North winds, fresh.  
South Coast of China between Hongkong and Lameo — { The same as No. 1.  
South Coast of China between Hongkong and Hainan — { The same as No. 1.

## CHINA COAST METEOROLOGICAL REGISTER.

DECEMBER 16TH, A.M.

| Station.       | Hour   | Barometer at Sea Level. | Temperature | Humidity | Direction | Force | Weather |
|----------------|--------|-------------------------|-------------|----------|-----------|-------|---------|
| Vladivostok    | 6 a.m. | 30.20                   | 59          | —        | —         | —     | —       |
| Nomuro         | —      | —                       | —           | —        | —         | —     | —       |
| Hakodate       | —      | —                       | —           | —        | —         | —     | —       |
| Tokio          | —      | —                       | —           | —        | —         | —     | —       |
| Kochi          | —      | —                       | —           | —        | —         | —     | —       |
| Nagasaki       | —      | —                       | —           | —        | —         | —     | —       |
| Kagoshima      | —      | —                       | —           | —        | —         | —     | —       |
| Osaka          | —      | —                       | —           | —        | —         | —     | —       |
| Yokohama       | —      | —                       | —           | —        | —         | —     | —       |
| Shanghai       | —      | —                       | —           | —        | —         | —     | —       |
| Shanghai       | 8 a.m. | 30.22                   | 40          | 61       | NW        | 1     | b       |
| Hankow         | —      | —                       | —           | —        | —         | —     | —       |
| Ichang         | —      | —                       | —           | —        | —         | —     | —       |
| Kiukiang       | —      | —                       | —           | —        | —         | —     | —       |
| Changsha       | —      | —                       | —           | —        | —         | —     | —       |
| Shanghai       | —      | 30.10                   | 50          | 100      | WNW       | 2     | of      |
| Gutzlaff       | —      | 30.16                   | 48          | 87       | NW        | 4     | o       |
| Sharp Peak     | —      | 30.01                   | 80          | 83       | —         | —     | —       |
| Amoy           | —      | —                       | 65          | 91       | S         | 1     | o       |
| Swatow         | —      | 30.03                   | 68          | 89       | SE        | 1     | o       |
| Taihou         | 5 a.m. | 30.05                   | 68          | 88       | —         | —     | —       |
| Taihou         | —      | 30.05                   | 66          | —        | —         | —     | —       |
| Tainan         | —      | 30.02                   | —           | —        | —         | —     | —       |
| Koshun         | —      | 30.00                   | 68          | —        | —         | —     | —       |
| Pescadores     | —      | 30.04                   | 68          | —        | —         | —     | —       |
| Canton         | 6 a.m. | 30.03                   | 66          | 95       | SW        | 1     | o       |
| Hongkong       | —      | 30.01                   | 68          | 84       | E         | 3     | o       |
| Gap Rock       | —      | 29.99                   | —           | —        | —         | —     | —       |
| Macao          | —      | 29.99                   | 68          | 87       | SE        | 2     | o       |
| Wuchow         | 9 a.m. | —                       | —           | —        | —         | —     | —       |
| Hohow          | —      | —                       | —           | —        | —         | —     | —       |
| Pakhoi         | —      | —                       | —           | —        | —         | —     | —       |
| Phulien        | 7 a.m. | 29.94                   | 72          | 88       | SE        | 4     | r       |
| Tourane        | —      | 29.94                   | 73          | —        | —         | —     | —       |
| Cape St. James | —      | 29.65                   | 73          | —        | —         | —     | —       |
| Apurri         | 6 a.m. | —                       | —           | —        | —         | —     | —       |
| Dagupan        | —      | —                       | —           | —        | —         | —     | —       |
| Manila         | —      | —                       | —           | —        | —         | —     | —       |
| Legaspi        | —      | —                       | —           | —        | —         | —     | —       |
| Tacloban       | —      | —                       | —           | —        | —         | —     | —       |
| Iloilo         | —      | —                       | —           | —        | —         | —     | —       |
| Surigao        | —      | —                       | —           | —        | —         | —     | —       |
| Guam           | 4.30   | —                       | —           | —        | —         | —     | —       |
| Laanan         | 6 a.m. | 29.78                   | 76          | 65       | SW        | 2     | b       |

T. E. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
Managing & cons.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR                          | STEAMERS    | TO SAID             |
|------------------------------|-------------|---------------------|
| SWATOW and BANGKOK           | "LUCHOW"    | On 18th Dec. 9 A.M. |
| TSINGTAO, WEIHAIWEI & CHEFOO | "H. HIGHOW" | On 19th Dec. Noon.  |
| SHANGHAI                     | "BUYANG"    | On 19th Dec. Noon.  |
| SHANGHAI                     | "KAIFONG"   | On 20th Dec. 3 P.M. |
| SHANGHAI                     | "SINGAN"    | On 24th Dec. Noon.  |

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.  
Agents

TELEPHONE 86

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" Capt. J. W. Evans — TUESDAY, 24th Dec. at 1 P.M.  
\* The Steamship "HAIHONG" will not call Foochow.  
"HAIKAN" Capt. A. E. Rodgins — FRIDAY, 27th Dec. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

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EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

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DAVID SASSOON & CO., LTD.  
Agents

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

## MAIL AND PASSENGER SERVICES

TO  
STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT.  
MAURITIUS AND SOUTH AFRICA.

FOR

## MARSEILLES AND LONDON.

| Steamer | Leave Hongkong about 1919 | Due at MARSEILLES about | Due at LONDON about |
|---------|---------------------------|-------------------------|---------------------|
| NORE    | 23rd February.            | 30th March.             | 8th April.          |
| NOVARA  | 9th March.                | 13th April.             | 22nd April.         |

FOR

## BOMBAY VIA STRAITS AND COLOMBO.

| Steamer | Leave Hongkong about | Due Bombay about |
|---------|----------------------|------------------|
| DILWARA | 19th January.        | 28th January.    |

SAILINGS ALSO TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S.    | Leave Hongkong about |
|---------|----------------------|
| DILWARA | 29th December.       |

Tickets Interchangeable with B. I. S. N. Co., between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

\* For Shanghai only.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Steamers and sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSWAMI & D'JUGAR, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
E. V. D. PARR,  
Superintendent.

## NIPPON YUSEN KAISHA.

## JAPAN MAIL S.S. CO.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION   | STEAMER & DISPLACEMENT    | SAILING DATE                |
|---|---------------------------|-----------------------------|
| SHANGHAI KOBE & YOKOHAMA  | KAMAKURA MARU 12,410 TONS | 19th Dec. 11 A.M.           |
|   | TAMBA MARU 12,610 TONS    | 19th Dec. 11 A.M.           |
| NAGASAKI KOBE & YOKOHAMA  | NIKKO MARU 9,600 TONS     | SAT. 21st Dec. 11 A.M.      |
|   | KITANO MARU 15,980 TONS   | SAT. 18th Jan. 11 A.M.      |
| SHANGHAI, MOJI & KOBE   | SHINCHIKU MARU 7,000 TONS | TUES. 24th Dec.             |
| LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID          | KAGA MARU 12,300 TONS     | THURS. 19th Dec. at 11 A.M. |
|   | YOKOHAMA MARU 12,340 TONS | MON. 30th Dec. at 11 A.M.   |
| MELBOURNE via MANILA, ZAMBUANGA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE & SYDNEY | TANGO MARU 13,760 TONS    | TUES. 31st Dec. at 11 A.M.  |
| NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL           | TENSHIN MARU 8,470 TONS   | SAT. 4th Jan.               |
| BOMBAY via SINGAPORE, MALACCA & COLOMBO   |                           |                             |
| CALCUTTA via SINGAPORE, PENANG and RANGOON                                      |                           |                             |

\* Omitting Shanghai and/or Moji.

† Wireless telegraphy.

## HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG.

1. FUSHIMI MARU ... WED., 18th Dec., at 11 A.M.  
2. KASHIMA MARU ... WED., 18th Dec., at 11 A.M.  
3. Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA  
S. YASUDA, Manager

Telephone 251 and 252

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers     | Tons   | Leave Hongkong   |
|--------------|--------|------------------|
| SHINTO MARU  | 22,000 | THURS. 19th Dec. |
| KOREA MARU   | 20,000 | 17th Jan. 1919.  |
| SIBERIA MARU | 20,000 | 30th Jan.        |
| TENYO MARU   | 22,000 | 30th Feb.        |

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEA, OALLAO, ARIOA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

| Steamers  | Tons   | Leave Hongkong  |
|-----------|--------|-----------------|
| KIYO MARU | 17,300 | Jan. 9th, 1919. |

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager,  
King's Building.

TELEPHONE 2274 and 2275.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI

SERVICE TO AND FROM EUROPE

From MARSEILLES for SHANGHAI—The s.s. "NERA" will leave on or about Dec. 23rd.  
"PORTHOS" " " " " Jan. 10th.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore,

Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

J. TOURTET.  
Acting Agent,  
Queen's Building.

TELEPHONE 740.

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

MARSEILLES—Monthly direct service via Singapore and Port Said.  
"GANGES MARU" Saturday, 21st December.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN via SINGAPORE.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"KENKON MARU" Beginning of January, 1919.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.  
"TSURU MARU" Sunday, 29th Dec. at Noon.  
\* Omitting Batavia and Sourabaya.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACAMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Tuesday, 24th December, at 3 P.M.

"ARABIA MARU" Monday, 8th January, 3 P.M.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.  
"SOSHU MARU" Thursday, 19th December, at 8 A.M.

For KEELUNG via SWATOW AND AMOY.  
"JOSHU MARU" Thursday, 19th December, at 10 A.M.  
"AMAKURA MARU" Sunday, 22nd December, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,  
Manager,

No. 1, Queen's Building.

Tel. No. 744 and 745

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (12,000 tons, American Registry).  
"CHINA" (10,300 tons, American Registry).

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Jan. 9th, 1919.  
"CHINA" Feb. 6th, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent.  
Tel. 1944.  
Pineau's Buildings.  
100 House Street.



## POST OFFICE NOTICE.

The mail dispatched from London to Hongkong via Suez on September 11th, 1918 was lost at sea through enemy action. It consisted of one bag only containing ordinary correspondence and 26 registered articles marked "via Suez," posted between the morning of the 7th and the morning of the 11th September.

## INWARD MAILS.

| FROM                  | PER              | DUE       |
|-----------------------|------------------|-----------|
| Europe, via Negapatam | Tamla Maru       | 18th Dec. |
| CANADA                | Monteagle        | 18th Dec. |
| CANADA                | Empress of Japan | 19th Dec. |

## OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

| FOR   | PER           | DATE                       |
|---|---------------|----------------------------|
| Huiphong  | Huiphong      | Wednesday 18th, 8.00 A.M.  |
| Swatow and Bangkok  | Luchow        | Wednesday 18th, 8.00 A.M.  |
| Shanghai and North China  | Polychrome    | Wednesday 18th, 8.00 A.M.  |
| Huiphong  | Shun Chong    | Wednesday 18th, 8.00 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and Europe via Canada         | Fushimi Maru  | Wednesday 18th, 8.45 A.M.  |
| Swatow, Bangkok, Burma and India via Calcutta   | Nizam         | Wednesday 18th, 11.00 A.M. |
| Swatow, Amoy, & Formosa via Takao   | Providence    | Wednesday 18th, 1.00 P.M.  |
| Huiphong  | Sasha Maru    | Wednesday 18th, 1.00 P.M.  |
|   | San Wo        | Wednesday 18th, 6.00 P.M.  |
| Swatow, Amoy and Formosa via Keelung  | Shanghai      | Thursday 19th, 9.00 A.M.   |
| Fort Bayard, Hoihow and Huiphong  | Joshi Maru    | Thursday 19th, 9.00 A.M.   |
| Shanghai, North China, & Japan via Kobe   | Hanoi         | Thursday 19th, 9.00 A.M.   |
| Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi  | Kanaburu Maru | Thursday 19th, 9.00 A.M.   |
| Egypt and Europe via Suez   | Kaga Maru     | Thursday 19th, 9.30 A.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Saipang       | Thursday 19th, 10.00 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Tamla Maru    | Thursday 19th, 10.00 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Huichow       | Thursday 19th, 10.00 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Shingo Maru   | Thursday 19th, 10.00 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Thursday 19th, 9.45 A.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Thursday 19th, 10.30 A.M.  |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Thursday 19th, 3.00 P.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Thursday 19th, 3.00 P.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Friday 20th, 2.00 P.M.     |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Friday 20th, 2.00 P.M.     |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Friday 20th, 10.00 A.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Friday 20th, 10.00 A.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Sunday 22nd, 9.00 A.M.     |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Sunday 22nd, 9.00 A.M.     |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Tuesday 24th, 9.45 A.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Tuesday 24th, 10.30 A.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Tuesday 24th, 11.45 A.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Tuesday 24th, 12.30 P.M.   |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Tuesday 24th, 1.00 P.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Tuesday 24th, 1.00 P.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Tuesday 24th, 5.00 P.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Tuesday 24th, 5.00 P.M.    |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Registration  | Friday 27th, 1.00 P.M.     |
| Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, via Europe via San Francisco | Letters       | Friday 27th, 1.00 P.M.     |

\* Superscribed correspondence only.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

## WISEMAN, LTD.

are prepared to execute  
CATERING ORDERS  
of every description

## BALL SUPPERS

## CINDERELLAS

## CHRISTMAS and

## NEW YEAR PARTIES.

No orders are too large or  
too small.

D. M. GOODALL,  
MANAGER.

TELEPHONE 407.

## FRENCH LESSONS

G. MOUSSON.

10, MORRISON HILL ROAD.



NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

## DAIRY FARM NEWS

## XMAS ORDERS

for own Farm Fed

## TURKEYS and GEESE

(live or killed, plucked and dressed)

SHOULD BE REGISTERED EARLY.

Birds ordered early will have the benefit of being hung in our

Chilling Rooms free of charge.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

1828

## WAI KEE.

## FLAG &amp; SAILMAKER.

No. 119, Des Vaux Road Central,

Top Floor,

HONGKONG.

Telephone No. 1838.

1837

## COMMERCIAL.

## OPENING QUOTATIONS.

| December 17th                       |              |
|-------------------------------------|--------------|
| London—                             |              |
| Telegraphic Transfer                | 2/2          |
| Bank Bill, on demand                | 2/3 1/2      |
| Bank Bill, at 30 days' sight        | 2/4 1/2      |
| Bank Bill, at 4 months' sight       | 2/4 1/2      |
| Credit, at 4 months' sight          | 2/5          |
| Commercial Bill, at 4 months' sight | 2/5 1/2      |
| Paris—                              |              |
| Bank Bill, on demand                | 430 1/2      |
| Credit, at 4 months' sight          | 447 1/2      |
| New York—                           |              |
| Bank Bill, on demand                | 70           |
| Credit, at 30 days' sight           | —            |
| Bombay—                             |              |
| Telegraphic Transfer                | 230          |
| Bank Bill, on demand                | 210 1/2      |
| Calcutta—                           |              |
| Telegraphic Transfer                | 230          |
| Bank Bill, on demand                | 230 1/2      |
| Shanghai—                           |              |
| Bank Bill, at sight                 | 100          |
| Private, 30 days' sight             | —            |
| Yokohama—                           |              |
| On demand                           | 149          |
| Manila—                             |              |
| On demand—Peco                      | 189 1/2      |
| Singapore—                          |              |
| On demand                           | 141          |
| Batavia—                            |              |
| On demand                           | 188 1/2      |
| Haiphong—                           |              |
| On demand                           | 147 1/2 p.m. |
| Bangkok—                            |              |
| On demand                           | 12 1/2 p.m.  |
| Sovereigns, Bank's Buying Rate      | 46 1/2       |
| Gold Leaf, 100 fine, per tael       | \$42.00      |
| Bar Silver per oz                   | 45 1/2 d.    |

## SUBSIDIARY COINS.

|                             | per cent.       |
|-----------------------------|-----------------|
| Hongkong ... 20 cents piece | \$0.00 Premium  |
| Hongkong ... 10             | \$0.00 Discount |
| Canton ... 20               | \$1.55          |
| Canton ... 10               | \$0.00          |

## FORTHCOMING EVENTS.

Wednesday, Dec. 26th:—Christmas Day.  
Thursday, Dec. 28th:—Boxing Day.  
Friday, Dec. 29th:—Noon—China Light & Power Co., Ltd. Extraordinary General Meeting.

## NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1917

REVISED BY THE MEMBERS

PRICE ... .. \$5

DAILY PRESS OFFICE

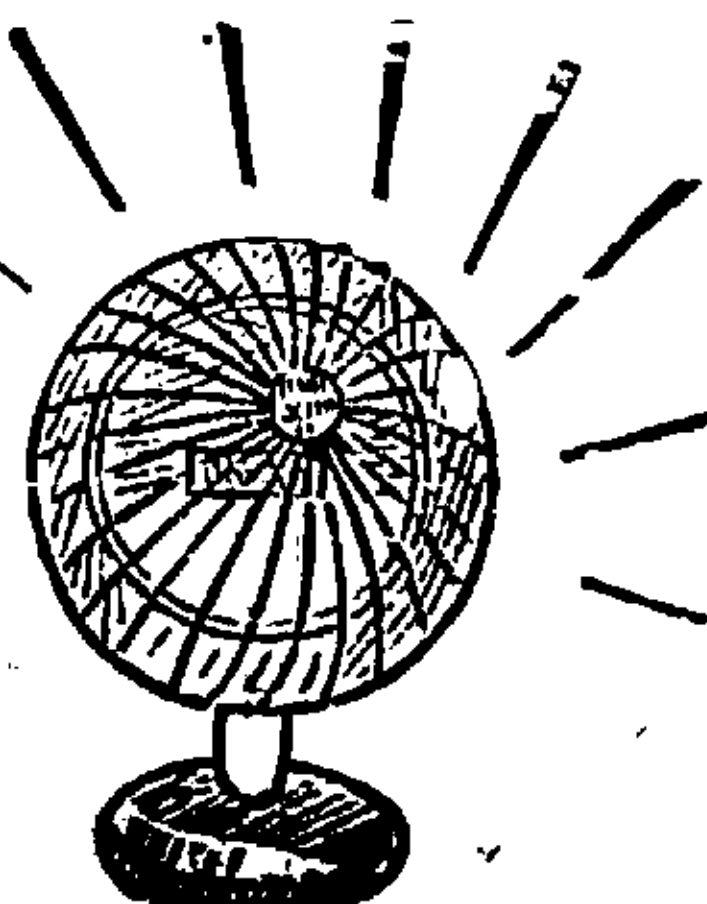
## ELECTRICAL FITTINGS

For the latest types of Lamps and Radiators.

Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "Brascolite" Fitting.

The cool season will soon be on us, so book your order in time for an economical and cheerful "Majestic" Radiator.



WILLIAM C. JACK & CO., LTD.

## BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 10bis Rue Laffitte, Paris.

Capital ... .. Frs. 48,000,000

Reserves ... .. 50,000,000

## BRANCHES AND AGENCIES.

Bangkok Hongkong Saigon  
Batavia Hongkong Shanghai  
Canton Hongkong Singapore  
Dairen Hongkong Tientsin  
Hankow Hongkong Yunnan  
Hanoi Hongkong Pondicherry

## BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE,

Acting Manager.

Hongkong, October 21st, 1918.

## BANQUE INDUSTRIELLE DE CHINE.

Head Office: 10bis Rue Laffitte, Paris.

Capital ... .. Frs. 48,000,000

Reserves ... .. 50,000,000

## BRANCHES AND AGENCIES.

Bangkok Hongkong Saigon  
Batavia Hongkong Shanghai  
Canton Hongkong Singapore  
Dairen Hongkong Tientsin  
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IN NEW YORK: J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE,

Acting Manager.

Hongkong, October 21st, 1918.

## THE BANK OF TAIWAN, LIMITED. (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... .. Yen 30,000,000  
Capital (Paid-up) ... .. 1,500,000  
Reserve Funds ... .. 5,000,000

## HEAD OFFICE: TAIPEI, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka.  
FORMOSA—Tainan, Keelung, Keelung, Pusan, Shinchiku, Makung, Tachia, Tainan, Takow, Tamsui, Tohyon, Aki.  
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.  
OTHERS—Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BANKERS: CAPITAL AND COUNTRIES BANK, LONDON AND SOUTH-WESTERN BANK, PARIS BANK.

The Bank has Correspondents in the Commercial Centres in European Continent, Russia, Manchuria, Mongolia, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch India, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

## NAOKICHI YANAGITA, Manager.

Hongkong Branch, 3, Des Vaux Road.

Hongkong, August 30th, 1918. [600]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, November 2nd, 1914. 10

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... .. £1,300,000  
Reserve Fund ... .. £2,000,000  
Reserve Liability of Proprietors £1,300,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING, Manager.

Hongkong, May 10th, 1917. [41]

No. 7, Queen's Road Central, Hongkong, May 20th, 1916. [387]

Printed and Published by HENRY ADOLPHUS CRAWFORD, for THE HONGKONG DAILY PRESS, Ltd., at 104, Des Vaux Road Central, Victoria, Hongkong.

London Office: 121, Fleet Street, E.C.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... .. \$15,000,000

Reserve Funds:—

Sterling ... .. \$1,500,000

Capital (Paid-up) ... .. \$15,000,000

Silver ... .. \$18,000,000

Reserve Liability of Proprietors \$18,000,000

## Court of Directors:

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G. T. M. EDKINS, Esq.—Deputy Chairman.

A. H. COMPTON, Esq. | Hon. Mr. D. Landale  
Hon. Mr. S. H. Lodwell. | F. V. D. Parr, Esq.  
C. S. Gubbay, Esq. | W. L. F. Patten, Esq.  
J. A. Plummer, Esq.

## Chief Manager:

Hongkong—N. J. STABB, Esq.

## Manager:

Shanghai—A. G. STEPHEN, Esq.

## LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER & PARK'S BANK, LIMITED.

## HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

" 18 " 4 " " "

" 24 " 4 " " "

" 36 " 4 " " "

" 48 " 4 " " "

" 60 " 4 " " "

" 72 " 4 " " "

" 84 " 4 " " "

" 96 " 4 " " "

" 108 " 4 " " "

" 120 " 4 " " "

" 132 " 4 " " "

" 144 " 4 " " "

" 156 " 4 " " "

" 168 " 4 " " "

" 180 " 4 " " "

" 192 " 4 " " "

" 204 " 4 " " "

" 216 " 4 " " "

" 228 " 4 " " "

" 240 " 4 " " "

" 252 " 4 " " "

" 264 " 4 " " "

" 276 " 4 " " "

" 288 " 4 " " "

" 300 " 4 " " "